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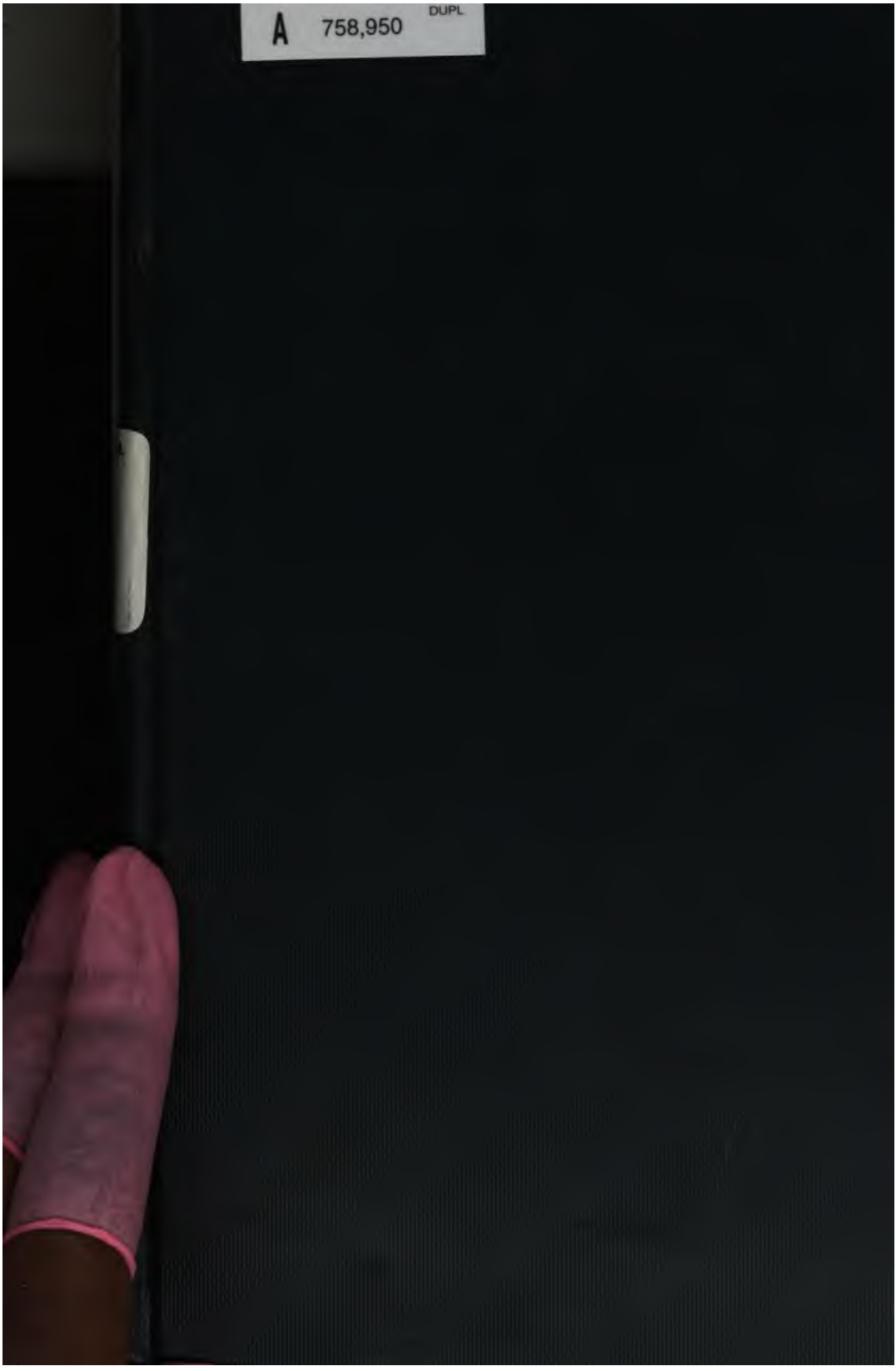
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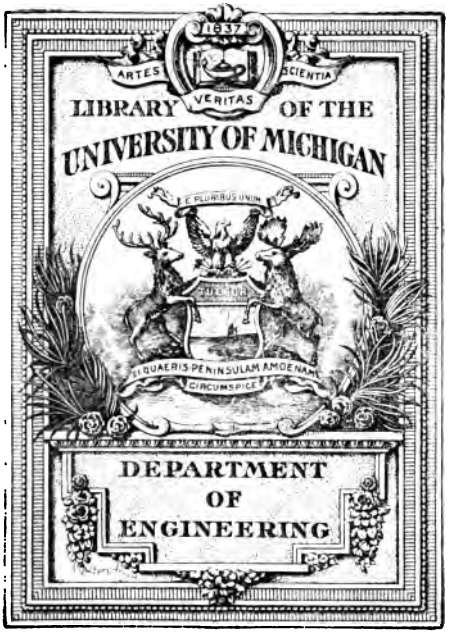
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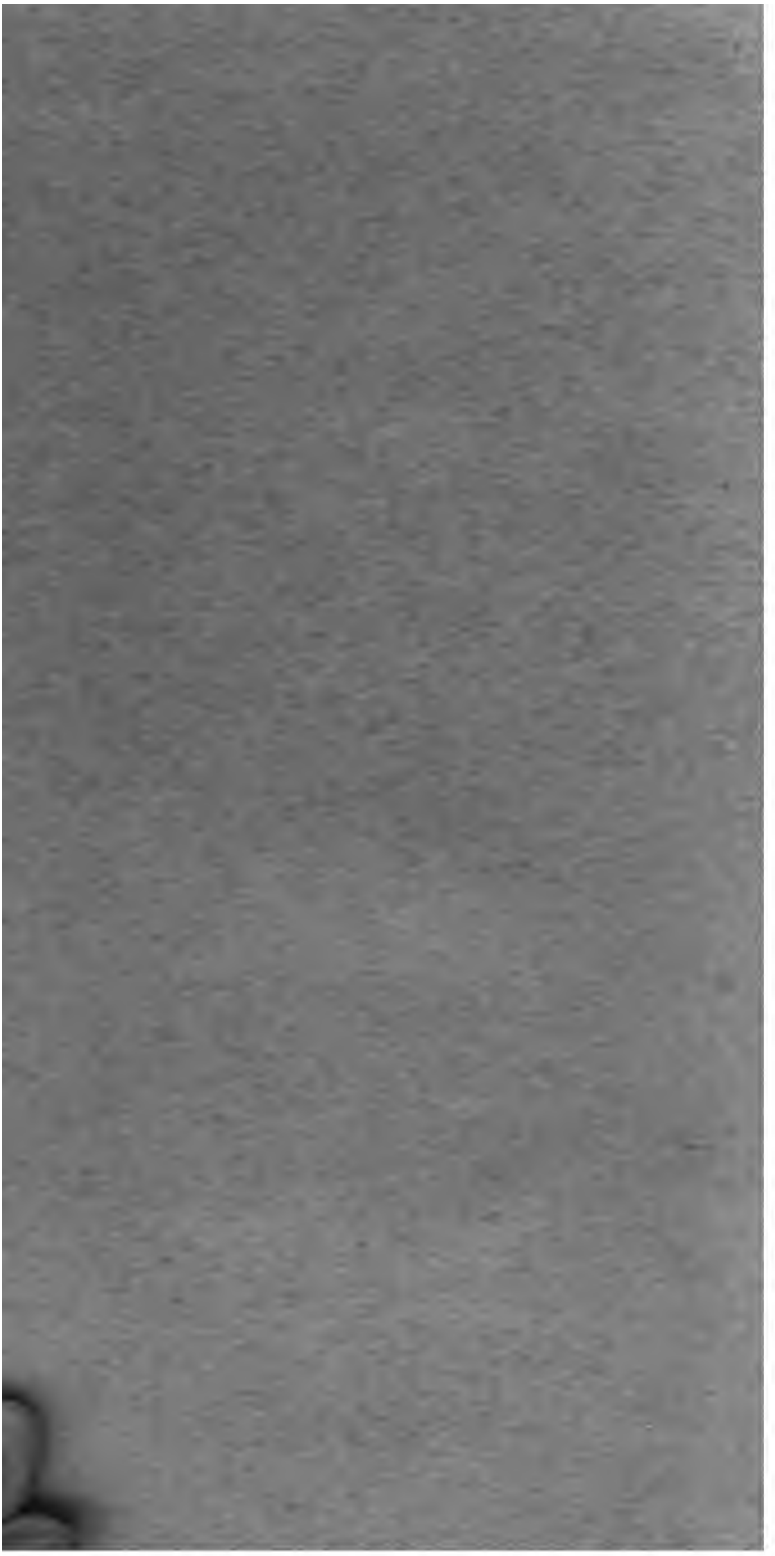
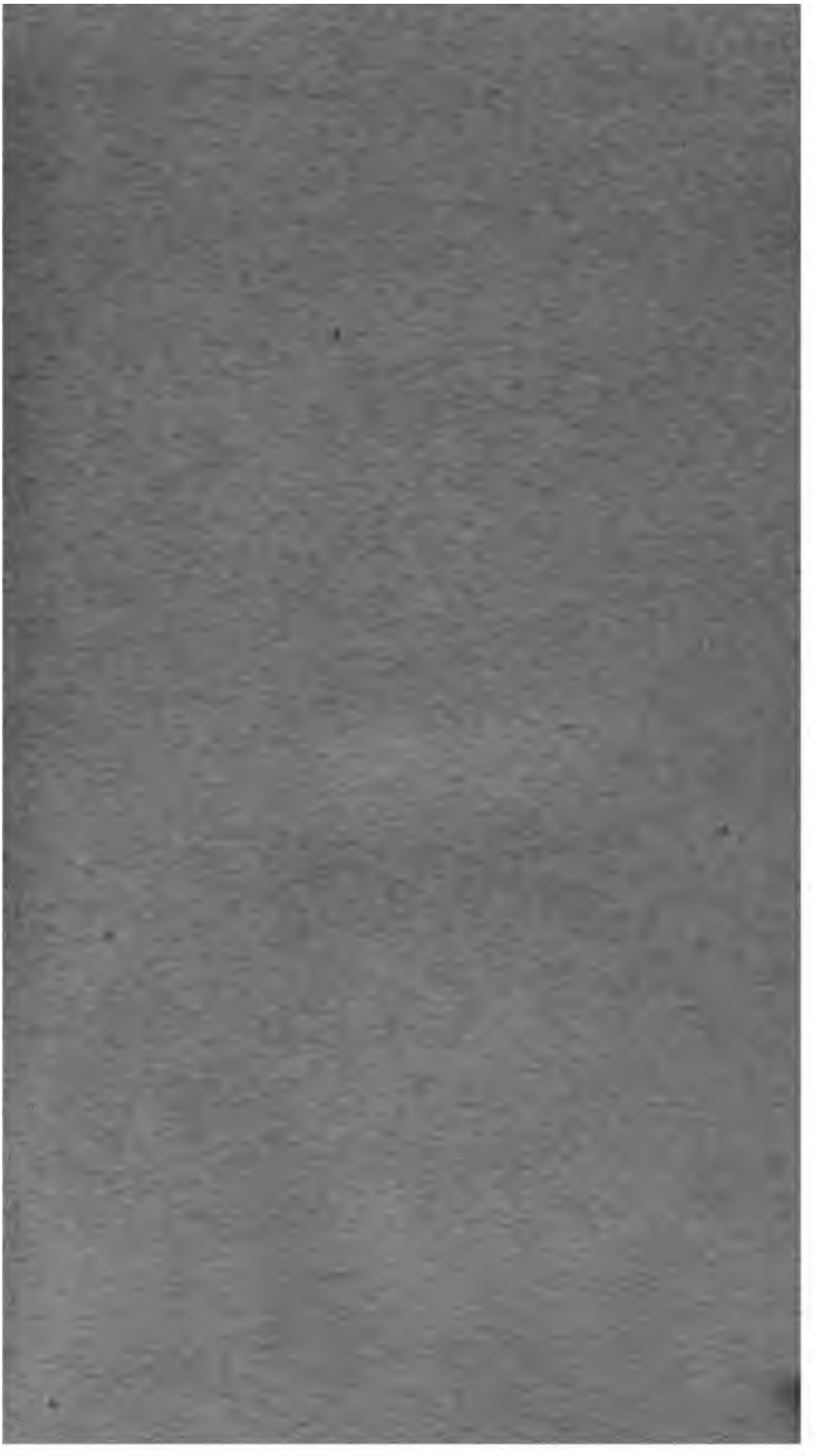
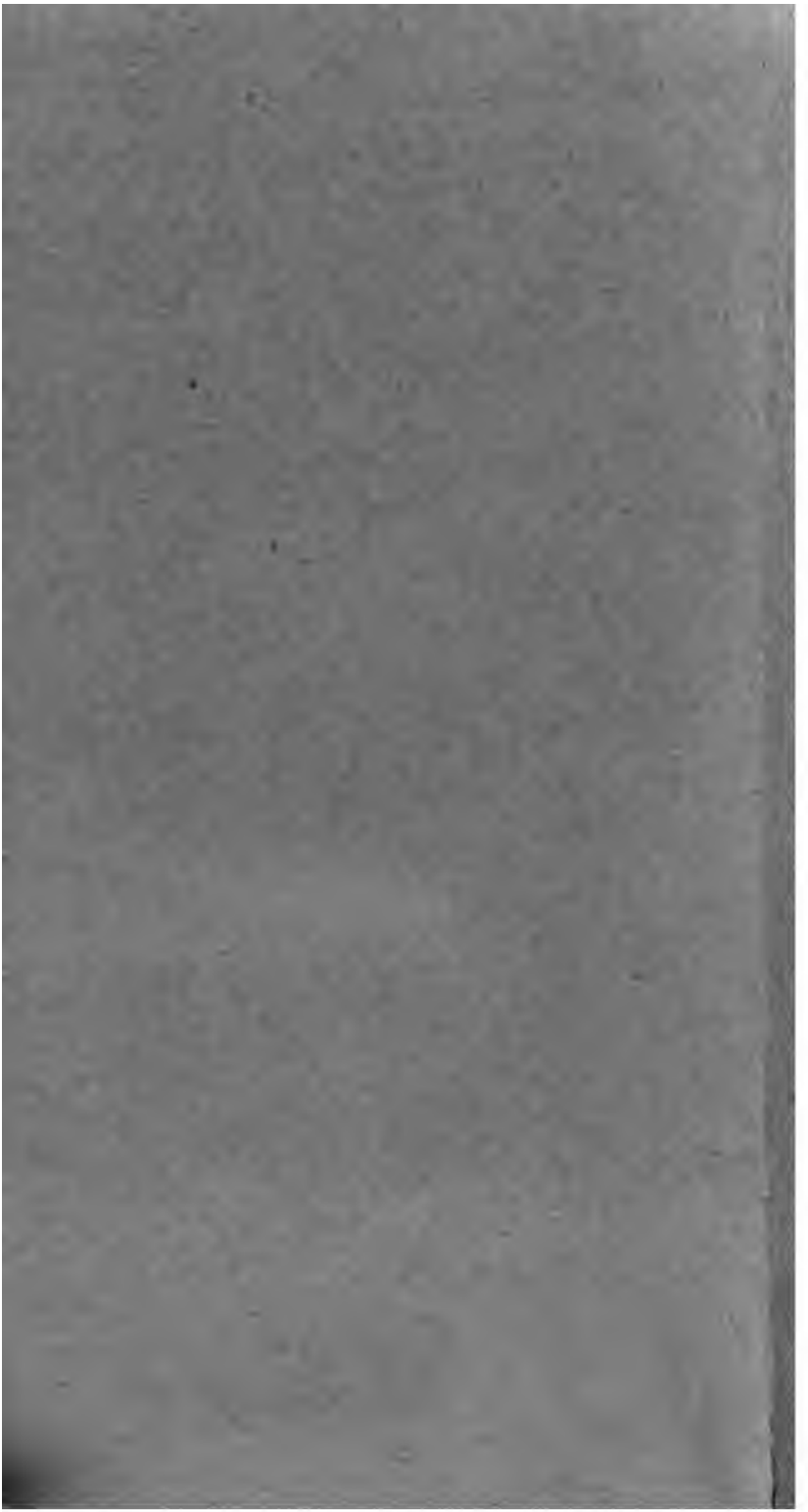






The Rivers
Ohio, Mississippi, Missouri
and
Their Affluents

CHARTS OF THE OHIO RIVER

AND OF THE

691

MISSISSIPPI,

FROM THE MOUTH OF THE MISSOURI TO THE GULF OF MEXICO;

ACCOMPANIED WITH

DIRECTIONS FOR NAVIGATING THE SAME,

AND A

GAZETTEER;

OR DESCRIPTION OF THE TOWNS ON THEIR BANKS, TRIBUTARY STREAMS, ETC., ALSO, A VARIETY OF MATTER INTERESTING TO TRAVELERS, AND ALL CONCERNED IN THE NAVIGATION OF THOSE RIVERS; WITH A TABLE OF DISTANCES FROM TOWN TO TOWN ON ALL THE ABOVE RIVERS.

BY SAMUEL CUMMINGS.

CONTAINING THE POPULATION OF THE PRINCIPAL TOWNS ON THE RIVER IN 1846.

REVISED AND CORRECTED EVERY YEAR

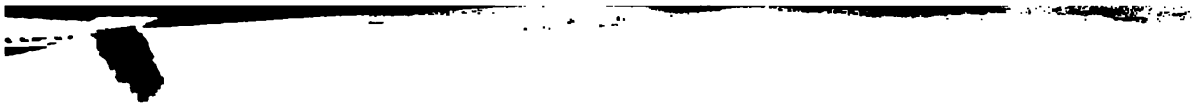
BY CAPTS. CHARLES ROSS & JOHN KLINEFELTER,

CINCINNATI:
PUBLISHED BY GEORGE CONCLIN.
1848.

TO THE PUBLIC.

During the Summer and Fall of 1842, the U. States snag-boats, under the command of Captain John W. Russell, removed a great many dangerous snags, and at present the river is quite clear of these obstructions, as far down as the mouth of the Arkansas river; and it is to be hoped that these boats will be able to remove many more between that point and Vicksburgh, before the coming Spring freshet, as there are many yet in the way, between these last two points. But the general government will have to employ the same means as heretofore, for many years to come, in order to continue the navigation of the western waters safe; because the banks of the Mississippi, from the mouth of the Ohio to Vicksburgh, are yet an almost continued heavy forest, rooted in a soft alluvial soil, which banks are continually washing in by a swift current, and the trees that fall do not float far until they lodge, and their roots become imbedded in the channel or on the bars, and immediately become dangerous obstructions.

Such is the nature of the Mississippi river, that, like the old woman's house floor, (which, she said, by the way of being nice and clean, she swept every Spring,) it must be swept of its obstructions once a year, to continue the navigation safe.



THE

WESTERN PILOT.

PITTSBURGH.

The city of Pittsburgh stands upon the delta or point, formed by the junction of the Alleghany and Monongahela rivers. The Alleghany rises in the northern part of the state of Pennsylvania, passes through a part of the state of New York, and winding its way back through the western part of Pennsylvania, it receives the waters of several considerable streams; among which are Connewongo, French creek, Mahoning, and Kiskiminitas, and unites with the Monongahela at Pittsburgh. The country on the Alleghany is much of it broken, sterile, and not well calculated for agriculture; but it contains inexhaustible supplies of the first lumber, from which the immense country below is more or less supplied. It is supposed, that nearly thirty million feet of plank and boards, from the noble pine forest on its head waters, have of late annually descended the Alleghany in rafts. Its current is rapid, and of sufficient depth to be navigated by keel boats. It has been ascended, in times of high water, by steam boats. It is about four hundred yards wide at its mouth.

The Monongahela has its origin near Morgantown, in Virginia. Its principal tributary is the Youghiogeny. From the confluence of these two streams, the river becomes broad and navigable, and flows in a north-west course to Pittsburgh, where it is four hundred yards wide. The country on this river is rich and well settled; and is celebrated for its whisky, flour, and fruit orchards. Large quantities of the finest whisky, cider, and apples, are every year sent down the river, for the supply of the country below. It is also noted for its iron and manufactures. In good stages of water, the river is boatable one hundred miles above Pittsburgh. The banks are often bold and high bluffs; and the country is rich, picturesque, and beautiful. Brownsville, formerly called Red Stone, situated on the east bank of the Monongahela, at the mouth of Dunlap's creek, thirty-five miles above Pittsburgh, contains about one thousand inhabitants. Bridgeport, on the opposite side of the creek, is connected with Brownsville by a bridge, and contains about seven hundred inhabitants. The union of these two mighty streams, at Pittsburgh, forms the majestic Ohio, which is here more than six hundred yards wide.

Pittsburgh, which lies in the form of a triangle, between the two rivers above described, occupies the alluvial plain, and part of the adjacent hills. A more eligible site for a city could hardly be selected. It is high and healthy, surrounded by verdant and romantic hills,—the Alleghany rolling down its stores from the north, and the Monongahela from the south, and the broad Ohio commencing its devious course to the west. It commands a beautiful prospect of hill and dale, neighboring villas, the village of Birmingham, on the opposite shore of the Monongahela, and the suburb of Manchester, on the opposite shore of the Alleghany. Both of these villages are connected with Pittsburgh by fine bridges

When the French had possession of the western waters, they built a strong fort here, which they called Fort Du Quesne. It was for a considerable time a depot of French goods for the savages; a place of outfits for the Ohio and an important point in the chain of posts, intended to connect Canada with Louisiana. After the British got possession of it, they called it Fort Pitt, in honour of the Earl of Chatham. At this point was considered the key to the west, which commanded the whole Ohio valley, and regulated the trade and intercourse of this immense country, the possession of it became a great object to the contending parties. It was, therefore, strongly garrisoned; and became the common rendezvous of the Indian tribes, traders, soldiers, and adventurers; and the theatre of many brilliant exploits, skirmishes, and battles in our border warfare. It was near this place where general Braddock was killed and his army defeated, and where Washington gathered his first military laurels. Colonel Grant, with his eight hundred Caledonians, was also defeated on the hill just back of the city which bears his name.

Pittsburgh is admirably situated for trade and manufactures. It may be said to stand at the head of steam boat navigation, as the Alleghany and Monongahela can only be ascended in times of high water. It is the mart of the western part of New York and Virginia, and the whole of western Pennsylvania, while the Ohio opens to the enterprise of its citizens the whole of the Mississippi valley.

But what gives to this place a pre-eminence over every other in the west, or perhaps in the United States, as a site for manufactures, are the exhaustless banks of good stone coal, of which the neighboring hills are composed, and the excellent mines of iron ore, which are found in great abundance in west Pennsylvania, and in the banks of the Ohio below.

A great number of large manufacturing establishments, driven by steam power, are successfully and extensively carried on here. Castings, and iron-mongery of every description, steam engines, cutlery, nails, glass, paper, wire, steam boat building, and many other branches of manufactures, wrought by machinery, besides the handicraft trades, are carried on here upon a great scale. It has usually been called the Birmingham of America. Pittsburgh, in 1846, contained 30,000 inhabitants, consisting of native Americans, Irish, Germans, English, Scotch, French, Swiss, &c.

Alleghany City is opposite Pittsburgh, and is a very flourishing little city, containing about 4,000 houses and 15,000 inhabitants, connected with Pittsburgh by a bridge across the Alleghany river.

THE OHIO RIVER.

No river in the world rolls, for the same distance, such a uniform, smooth, and placid current. Its banks are generally high and precipitous,—rising into bluffs and cliffs, sometimes to the height of three hundred feet. Between these bluffs and the river there is generally a strip of land, of equal width, called *Bottom*. These bluffs exhibit a wild and picturesque grandeur, which those who have never viewed nature in her primitive and unspoiled state, can hardly imagine. Dense and interminable forests—trees of the most gigantic size, casting their broad shadows into the placid stream—the luxuriant and mammoth growth of the timber in the bottoms—the meanderings, and frequent bends of the river, and the numberless beautiful wooded islands, all of which, in rapid succession, shift and vary the scene to the eye, as you float down the endless maze before you, are calculated to fix upon the mind an indelible impression. The splendid scenery is much softened by a clear moonlight, when the imagination adds to the reality its airy fictions, and 'pictures things unseen.

In the infancy of the country, every species of water craft was employed in navigating this river, some of which were of the most whimsical and amusing structure. The barge, the keel boat, the Kentucky flat, or family boat, the pirogue, ferry boats, gondolas, skiffs, dug-outs, and many others, formerly floated in great numbers, down the current of the Ohio and Mississippi, to their points of destination, at distances, sometimes of three thousand miles.

The following lively and graphic picture of the life of a boatman, is taken from Flint's Recollections:

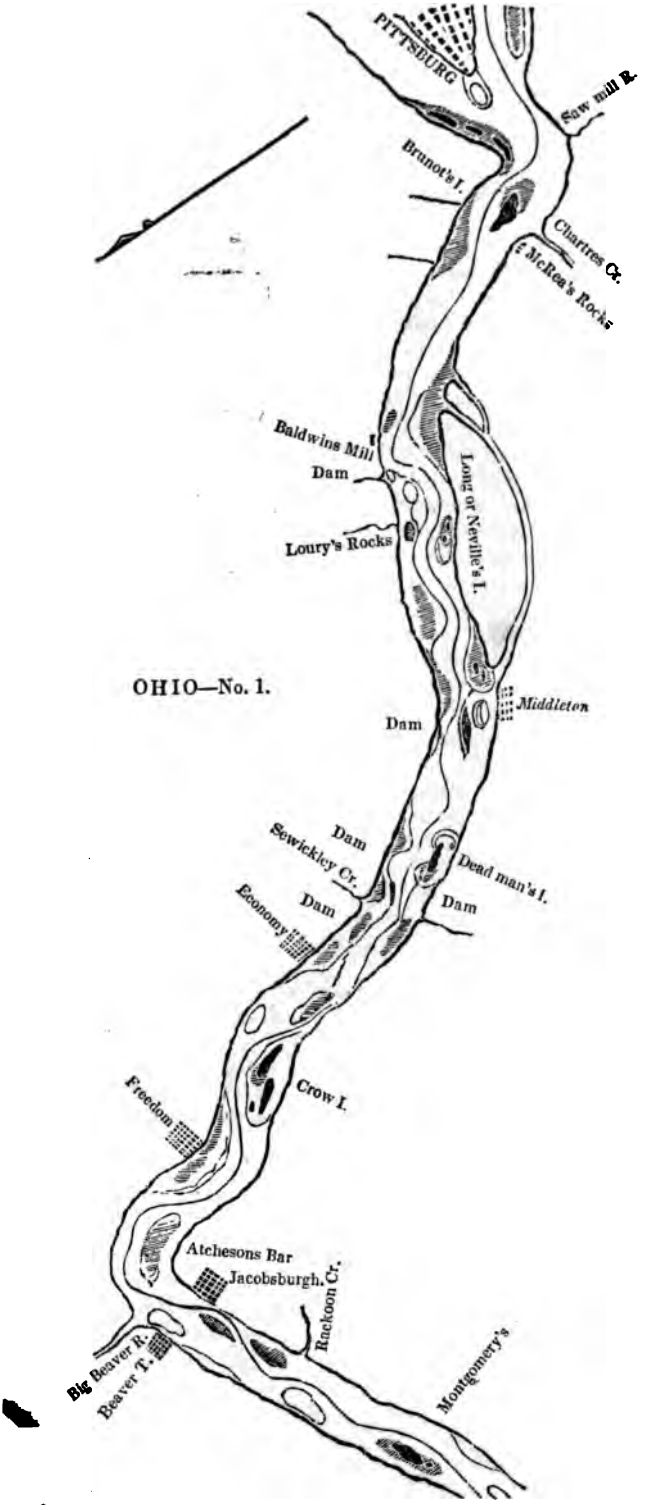
"There is no wonder that the way of life which the boatmen lead, in turn extremely indolent, and extremely laborious; for days together requiring little or no effort, and attended with no danger, and then on a sudden, laborious and hazardous beyond Atlantic navigation; generally plentiful as it respects food, and always so as it regards whisky, should always have seductions that prove irresistible to the young people that live near the banks of the river. The boats float by their dwellings on beautiful spring mornings, when the verdant forest, the mild and delicious temperature of the air, the delightful azure of the sky of this country, the fine bottom on one hand, and the romantic bluff on the other, the broad and smooth stream rolling calmly down the forest, and floating the boat gently forward,—all these circumstances harmonize in the excited youthful imagination. The boatmen are dancing to the violin on the deck of their boat. They scatter their wit among the girls on the shore, who come down to the water's edge to see the pageant pass. The boat glides on until it disappears behind a point of wood. At this moment, perhaps, the bugle, with which all the boats are provided, strikes up its note in the distance over the water. These scenes, and these notes, echoing from the bluffs of the beautiful Ohio, have a charm for the imagination, which, although I have heard a thousand times repeated, and at all hours, and in all positions, is even to me always new, and always delightful. No wonder that to the young, who are reared in these remote regions, with that restless curiosity which is fostered by solitude and silence, who witness scenes like this so frequently, no wonder that the severe and unremitting labors of agriculture, performed directly in the view of such scenes, should become tasteless and irksome."

The number of small boats have, however, rapidly diminished since the introduction of steam boats; and the singular race of men who navigated them have almost entirely been driven from these large rivers.

Between Pittsburgh and the mouth of the Ohio, there are one hundred considerable islands, besides a great number of tow-heads and sand-bars. Some of these islands are of exquisite beauty, covered with trees of the most delicate foliage, and afford the most lovely situations for a retired residence.

Tributary rivers and creeks, to the number of seventy-five, empty into the Ohio, between Pittsburgh and its mouth. A number of cities and flourishing towns are situated on its banks.

These islands, rivers, creeks, cities, and towns, are all particularly described with the distances between each, in the following pages of the Pilot, where a chart of the river, with directions for navigating it with safety, are particularly given.


PITTSBURG
Saw mill R.
Brunot's I.
Chartres Cr.
McKee's Rocks
Baldwins Mill
Dam
Long or Neville's I.
Loury's Rocks
OHIO—No. 1.
Middleton
Dam
Dam
Sewickley Cr.
Dead man's I.
Economy
Dam
Dam
Crow I.
Freedom
Atchesons Bar
Jacobsburgh
Raccoon Cr.
Big Beaver R.
Beaver T.
Montgomery's

WESTERN PILOT.

Directions for Map No. 1.—Ohio River.

From the landing at Pittsburgh, on the Monongahela side, keep near the right shore, and, at high water, pull directly out into the Alleghany current, which sets strong over to the left shore. At low water, when nearly up with the point, keep over to the left, towards O'Hara's glass-works, which will carry you clear of the bar at the point, and of the Monongahela bar on the left.

Brunot's Island. 2½

Channel to the right, and near the right shore, round the head bar of the island, and then incline towards the island, and pass near its foot, to avoid a bar on the right below.

Neville's, or Long Island. 5 7½

Channel to the right. About three-fourths of a mile above Neville's island, keep to the right, to avoid the bar at its head, and pass pretty close to Baldwin's mill dam; and, when past it, close in to the right shore below, then turn short across for the island, and keep near the island shore until you approach a small sandy island, when you must keep to the right, and pass betwixt the latter and Lowry's rock, which lies on the right, opposite. A quarter of a mile below the small sandy island, keep to the left round the head of Duff's bar, and near to Neville's island shore, until you are within a mile and a quarter of its foot, then turn quick to the right, and approach within fifty yards of the right shore, and when nearly up with Hog island, incline to the left, and keep one third of the river on your right, which will carry you clear of the bar at the foot of the island, and the shore bar on the right. After passing Middletown bar, incline to the left.*

Dead Man's Island. 9½ 17

Channel to the right. As you approach the island, keep well towards the right shore, round the large bar at the head of the island, then keep to the left, well over to the island, round a bar on

* I am informed that an artificial channel has been cut to the right of Woollery's trap. In that case, it will be necessary to incline to the right, after passing Middletown bar, and keep three-fourths of the river on the left, until you are past Woollery's trap.

the right, opposite to the middle of the island; then turn to the right, and run well in with the right shore, and when past the island keep out to the middle of the river. When three quarters of a mile below Dead Man's ripple bear towards the left hand shore until you pass the mouth of big Sewickley creek; then keep down the left hand shore nearly to the mouth of a small run on the same side; and then quartering towards the middle of the river to avoid Sewickley creek bar on the right, and a small bar at the mouth of the creek on the left.

ECONOMY, on the right. 2 19

This settlement was made by the famous George Rapp, a German, who, with a number of his countrymen, of the religious order called Harmonites, first settled on Conaquanessing creek, in Butler county, Pennsylvania. From thence, they all removed in a body, consisting of about eight hundred souls, to the Wabash, and there built the village of New Harmony, which they afterwards sold to the celebrated Robert Owen, and commenced a new settlement at this place. Mr. Rapp has already established here pretty extensive cotton and woollen manufactures; and the community is rapidly improving, under the severe discipline and industry which form a part of their religious creed. Mr. Rapp has added to the establishment a very respectable museum of natural curiosities.

About a mile and a quarter below Economy is the head of Logtown bar on the left. When opposite Economy, cross over to the left shore—a dam has been made to throw the water on the left side, between Logtown bar and the left shore. Just below the bar, ware out to the middle of the river.

Crow Islands. 4½ 23½

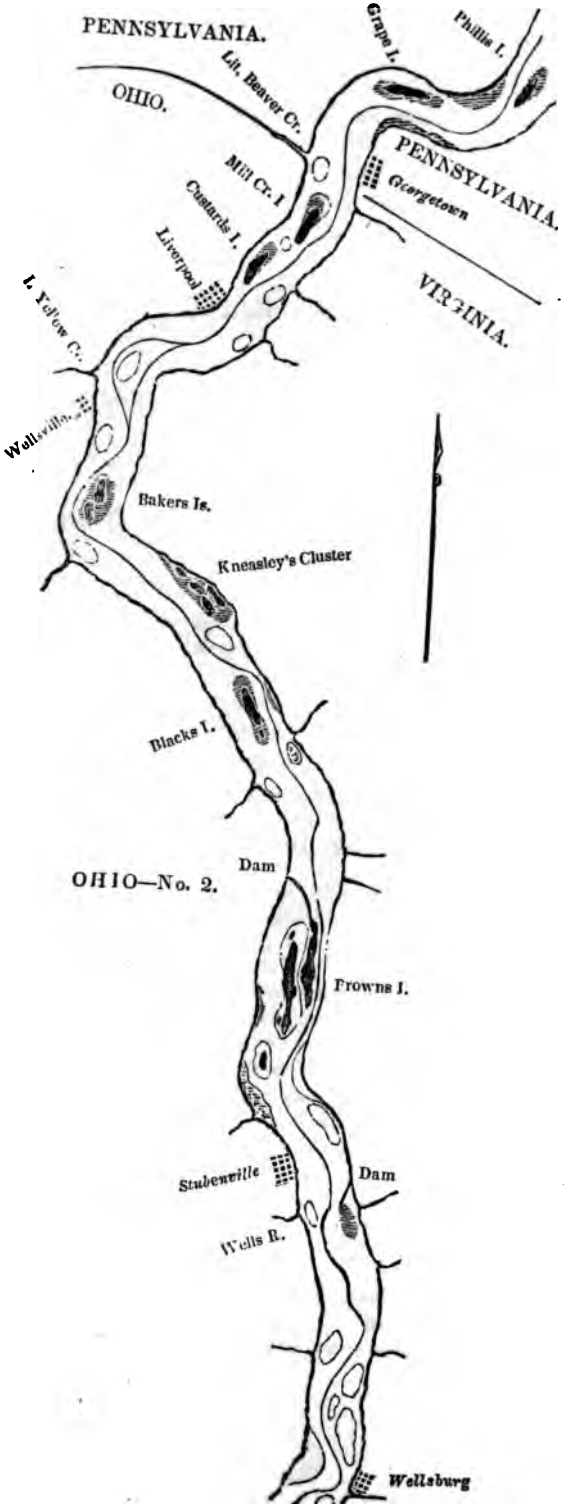
Channel to the right, near the head of the first island, then incline to the right; when nearly up with the foot of the second island, keep to the left, and pass midway between the foot of the island and the right shore, then incline to the left. About three miles below Crow island, is Atcheson's bar, near the middle of the river. Channel to the right. Three miles above Big Beaver is the town of Freedom, on the right hand shore.

Big Beaver. 6 29¼

Big Beaver is formed by the Mahoning, Shenango, and Conaquanessing creeks, which rise in the eastern part of the state of Ohio. The Mahoning is the main branch. The valley of Big Beaver is nearly circular, and about seventy miles diameter.

After you have passed Atcheson's bar above, keep to the left, to avoid a large bar at the mouth of Big Beaver. If you wish to land at Beavertown, keep close to the foot of the bar last mentioned, and pull into an eddy below, and land opposite the warehouse,

A dam has been thrown across the old channel between the two bars opposite the town, therefore, if you do not intend to land, keep over to the left shore towards Jacobsburgh, and then keep in between the bar and the left shore till below the foot of the bar, when you will ware out into the middle of the river. From this, the channel is nearly in the middle, through the bars at Raccoon creek.		
Raccoon creek, on the left.	3½	33
Montgomery Island.	2½	35½
Channel to the left, and near the left shore at the head of the island, and incline over towards its foot.		
Directions for Map No. 2.—Ohio River.		
Phillis's Island.	3	38½
Channel to the right. Keep close to the right shore, round the head bar of the island, then cross over, and pass close to its foot to avoid a bar on the right.		
Grape Island.	3	41½
Channel to the left. Keep near the middle of the chute, which will carry you clear of the island bar, and the rocks on the left.		
Little Beaver creek, on the right.	2½	44
LITTLE BEAVER, which runs through Columbiana county, in the state of Ohio, and falls into the Ohio just within the borders of Pennsylvania, is an excellent stream for water power. It affords a vast number of mill seats, many of which are already improved; among which are two paper mills, several forges and furnaces, and a large wire manufactory, lately established by a company in Pittsburgh.		
Nearly opposite to little Beaver, is GEORGETOWN, on the left, a small town of Beaver county, Pennsylvania. Rather more than a mile below Georgetown, the state line crosses the Ohio, separating the state of Pennsylvania from Virginia, on the one side, and Ohio on the other. Keep a little to the left, towards the lower part of Georgetown, to clear the bar at the mouth of Little Beaver.		
Line Island.	1½	45½
Channel to the left, and close to some snags near the left shore; and when round an ugly bar at the head of the island, incline to the right, and along the island shore, when you approach its foot, keep to the left.		


PENNSYLVANIA.
Grape I.
Phillis I.
Lit. Beaver Cr.
OHIO.
Mill Cr. I
PENNSYLVANIA.
Georgetown
Custards I.
Liverpool
VIRGINIA.
L. Yellow Cr.
Wellsville
Bakers Is.
Kneasley's Cluster
Blacks I.
Dam
OHIO—No. 2.
Frowns I.
Stubenville
Dam
Wells R.
Wellsburg

Custard's or Bab's Island.

Channel to the left, and near to the island, at its foot.

LIVERPOOL. ---------- 2½ 48

On the right in Columbiana county Ohio is the town of Liverpool, which is made by an act of the Legislature of that state, the southern termination of a contemplated Rail Road between the Ohio River and Lake Erie. Three miles below this town is a bar in the middle of the river, channel near the left hand shore. On the right four miles down is Wellsville just below the mouth of little Yellow Creek, on the same side.

Baker's Islands, ---------- 6 54

Are two very small islands, connected by a large bar. Channel to the right, between the head bar of the island and a shore bar on the right. After passing the latter, run in pretty close to the right shore, near the sycamore trees; when past them, incline to the left, and pass near the foot of the island, to avoid Yellow creek bar, on the right.

Great Yellow Creek, on the right.

Kneistly's Cluster. ---------- 56½

Channel to the right, and near the middle, till you approach the centre of the cluster, then turn to the right, leaving the large break on your left; when past it, incline again to the left, for three or four hundred yards, then incline more towards the right shore, and pass close to a rock, which lies in the lower end of the chute.

Black's or Tomlinson's Island. ---------- 2 58½

Channel to the left. Keep near to the left shore, round the bar at the head of the island, then incline towards the island. After you have passed the bar at the foot of the island,—which has a small towhead on it,—keep towards the right, to avoid a hard break at the mouth of a small creek, on the left. Half a mile below this, is a small creek on the right, with a bar at its mouth; keep the middle of the river, until you approach King's creek, on the left, —about two miles above Brown's island—keep to the right, round its bar; and when a mile below, keep well over to the left shore, round the bar at the head of the island, then run towards the island, keep along its shore till you approach the bar which makes from the island, about half way down it; then steer across for the left shore, which keep near to, until nearly up with the foot of the island; then keep to the right, towards a small towhead, which is on a bar below the island.

From this, keep rather more than half the river on your right, until you are past Wills' creek half a mile, then incline a little to the right, to avoid a bar below the left hand point.

STEUBENVILLE, on the right. 12¼ 71

STEUBENVILLE is the seat of justice for Jefferson county, and is in the centre of a rich and populous country, extending both sides of the Ohio, which exports large quantities of flour, whiskey, grain, &c. It contains, at present, about 7,000 inhabitants. It is well situated for manufactures, having inexhaustible beds of stone coal in the neighborhood. There are in the town and neighborhood, three merchant flour mills, a very large and justly celebrated woollen factory, at which 60,000 pounds of wool are annually manufactured into cloth. Large flocks of sheep, of the merino breed, are owned by the neighboring farmers, and by the proprietors of the establishment, which has several times obtained the premium for the best specimens of cloth manufactured in the United States. There are, besides, two cotton factories of 3000 spindles, a large paper mill, belonging to Mr. Holdship, of Pittsburgh, which manufactures the finest and best paper made in the western country; three air founderies, a steam saw mill, two breweries, a court house, five churches, two printing offices, and a land office. A mineral, called *copperas stone*, (sulphate of iron,) is found more or less in all the coal banks: from which about 159 tons of copperas are manufactured per year. Steubenville takes its name from Fort Steuben, which, in the early settlement of the country, was erected here, to protect the settlers from the depredations of the Indians.

There is a bar on the right, about three fourths of a mile below Steubenville, at the mouth of Wells' run. Keep to the right, after passing round this bar, to avoid a large bar on the left, below; then keep towards the left shore.

Mingo Island. 3¼ 74¼

Channel to the left; and after you pass the island, incline towards the middle of the river. Rather more than a mile below Mingo island, is Virginia Cross creek, on the left, and Indian Cross on the right, nearly opposite. The channel is near the middle of the river past them; then keep to the right, round the bar of Indian Short creek, and near the right shore, leaving Cox's bar on the left, until you approach Wellsburgh; then turn out to the left, and pass pretty close to the town; and when up with the lower part of the town, turn quick to the right, and pass pretty close to the bar on the left, at the mouth of Buffalo creek,

WELLSBURGH, on the left.	3	77¼

This place, formerly called Charleston, is the county seat for Brooke county, Virginia. It is handsomely situated, on a high bank of the Ohio, 15 miles above Wheeling. It contains about 200 houses, a court house, jail, academy, several stores, a number of taverns, and two or three large warehouses, from which large quantities of flour are shipped for New Orleans. There are a number of valuable merchant mills in the vicinity. It is a place of considerable embarkation on the Ohio. Manufactures of earthen and stone ware are carried on here. It contains about 2000 inhabitants, and is 55 miles, by land, from Pittsburgh.

Directions for Map No. 3.—Ohio River.

Beach Bottom Bar.	4	81¼

Is nearly three miles below Wellsburgh. Channel to the right, and then incline over towards the left shore, to avoid a bar on the right, below.

WARRENTON, on the right,	3	84¼

Is a post town in Jefferson county, Ohio, situated immediately above the mouth of Indian Short creek. Virginia Short creek is nearly opposite. There is a large bar at the mouth of Indian Short creek. Channel nearest the left shore, until you pass the creek, then keep to the right.

Pike's Island.	2	86¼

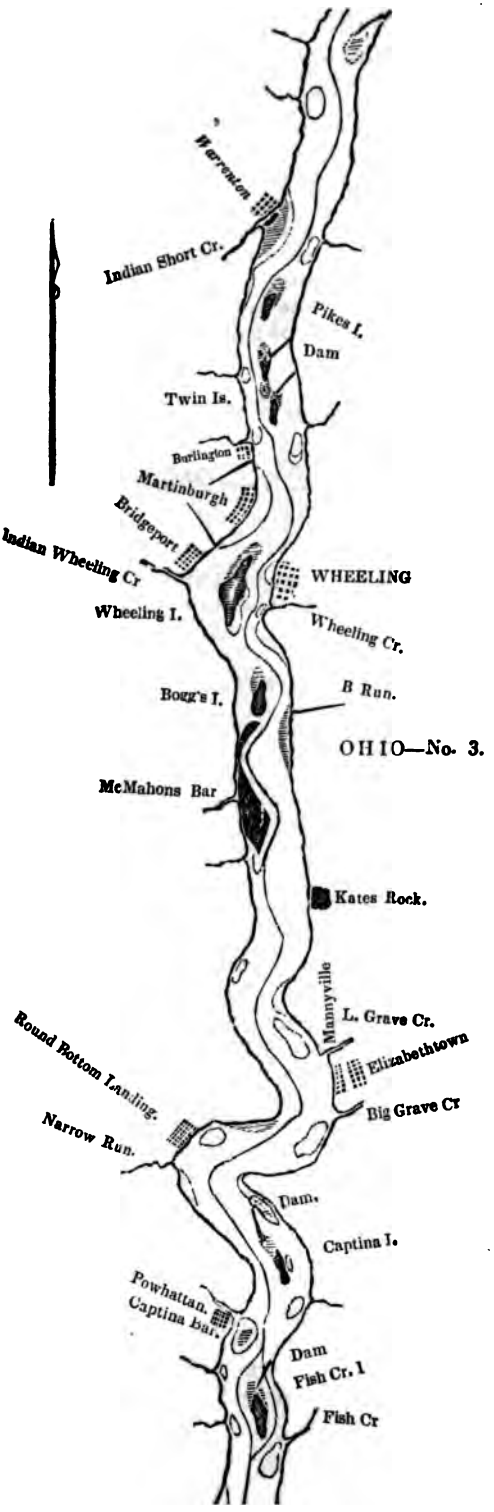
Channel to the right.

Twin Islands.

Channel to the right of both islands. Keep near the right shore, round the bar at the head of the first, then incline towards the island opposite the mouth of a small run; then keep close to the island to the lower end, then wear out to about midway between the shore and the island, and run down till you are near the foot of the second twin, then wear in and keep two thirds of the river on your right until you are opposite the lower end of Burlington, on the right shore; then quartering across till within 100 yards of the Ohio shore, keep down half a mile, and then take the middle of the river.

WHEELING, on the left.	7	93¼

Wheeling is the seat of justice for Ohio county, Virginia. It is situated a little above Wheeling creek, a considerable stream, which traverses a fine rich country, and puts into the Ohio just below. The town is surrounded by bold and precipitous hills, which contain


Warrenton
Indian Short Cr.
Pikes I.
Dam
Twin Is.
Burlington
Martinburgh
Bridgeport
Indian Wheeling Cr
WHEELING
Wheeling I.
Wheeling Cr.
Bogg's I.
B Run.
OHIO—No. 3.
McMahons Bar
Kates Rock.
Mannyville
L. Grave Cr.
Elizabethtown
Round Bottom Landing.
Big Grave Cr
Narrow Run.
Dam.
Captina I.
Powhattan.
Captina Bar.
Dam
Fish Cr. I
Fish Cr

exhaustless quantities of coal, and which approach the river so near as to leave rather a small area for the town. The great national road, from Baltimore, crosses the Ohio at this place. It is already completed as far as Zanesville; and is contemplated to be extended through the states of Ohio, Indiana, and Illinois, to St. Louis, in Missouri.

The channel of the Ohio becomes deeper below Wheeling, in so much, that steam boats continue to run as high as this place, when they cannot ascend the river above; and it affords a certain navigation for flats and keel boats, in the lowest stages of water. A number of mail stages arrive and depart here; and good public roads connect it with Baltimore, Philadelphia, Pittsburgh, and the interior of Ohio and Virginia. These circumstances, united to its very favorable position on the Ohio, give to Wheeling many advantages, and have tended greatly to accelerate its growth. It contains about 10,000 inhabitants, has about 2000 dwelling houses, a court house, a jail, a bank, two churches, two book stores, a printing office, library, academy, a large number of stores and commission ware-houses, and several inns, some of which are highly respectable. Flat and keel boats are built here; and, of late, a number of steam boats. There are many reasons to believe that this place will eventually become one of the most considerable on the Ohio.

Wheeling island is near the middle of the river, directly opposite the town. Channel to the left. Keep well over to the left shore, past the head bar of Wheeling island; then keep to the right, towards the island, to avoid a rocky bar on the left, opposite the head of the town; after passing it, turn in towards the lower part of the town, where is the best landing. If you do not intend to land, when you approach Wheeling creek, turn out to the right, round its bar, then incline again to the left, then to the right, and pass betwixt the bar on the right, at the foot of the island and the left hand bar; when past the latter, keep over towards the left hand shore.

Bogg's Island. ---------- 3 | 96¾

Channel to the left, near the left shore at its head, then cross over towards the foot.

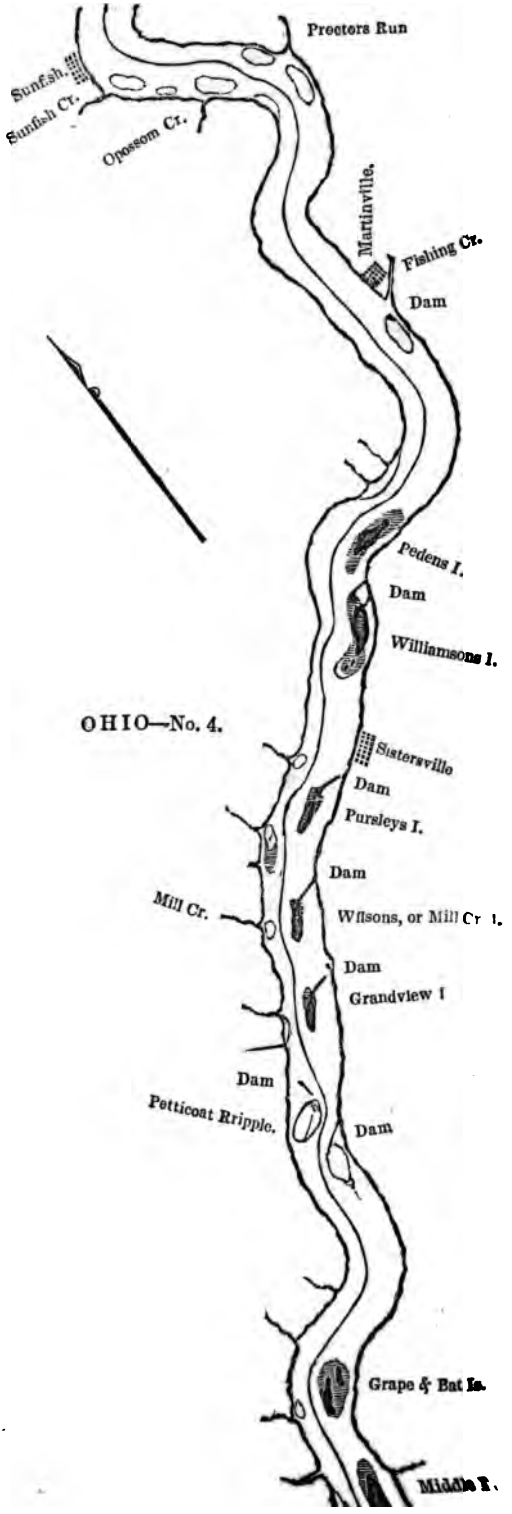
M'Mahon's Creek, right side. ---------- 2¼ | 99

After you pass M'Mahon's creek, keep the middle of the river till you are opposite the first right hand point, upon which is situated the town of Pulteney; then wear quarterly across from the point till within 50 yards of the left hand shore, then down about 300 yards, then take the middle of the river and run down about two miles. Now keep pretty close to the right hand shore to avoid Little Grave creek bar on the left, until you are opposite the mouth of that creek, then keep about 150 yards from the right hand shore.

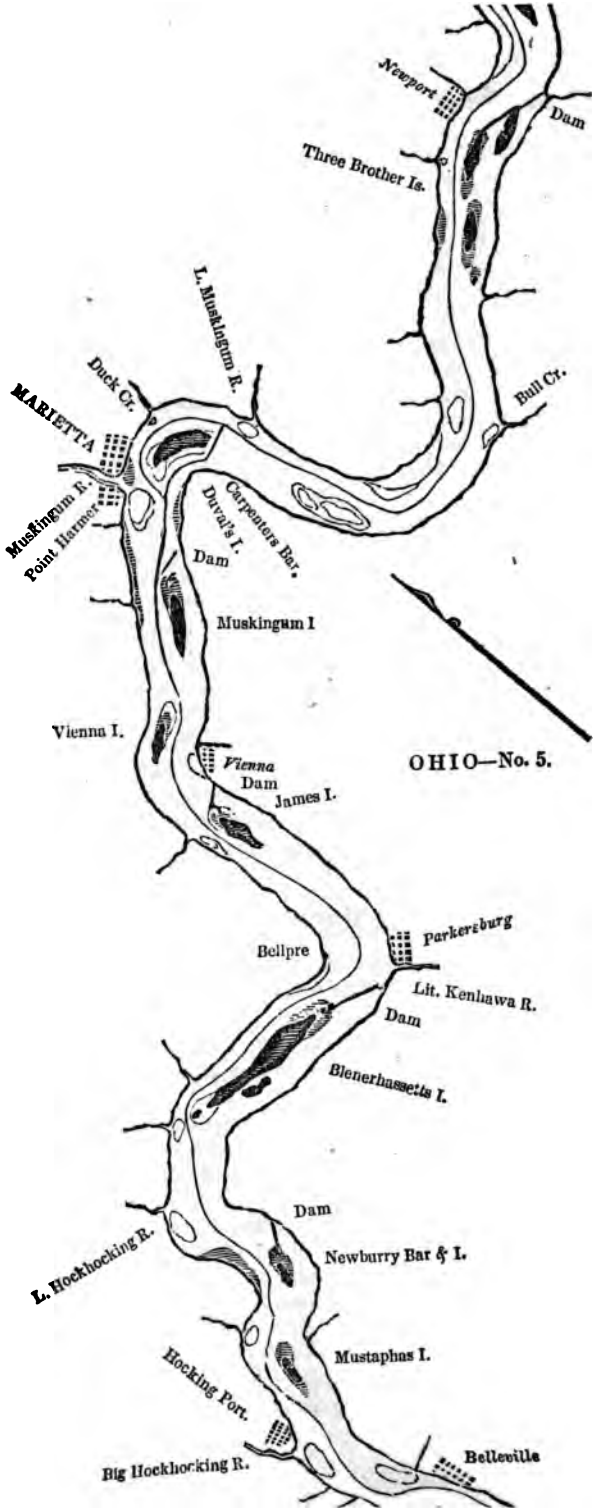
Big Grave Creek, on the left. ---------- 7¾ | 106¾

A short distance up this creek, there is the largest Indian mound which has been found, perhaps, in the United States. It is between 30 and 40 rods in circumference, around its base, and about 75 feet

in height. Its sides, though very steep, are covered with high and aged trees. On its summit, there is a smooth and flat area, which is sixty feet in diameter; in the centre of which is a great and regular concavity. A single white oak rises from this concavity like a flag staff. Those who wish to view one of these singular remains of Indian antiquity, and to contemplate the stupendous labor employed in their erection, will do well to visit this mound.		
At the head of Big Grave creek bar, you should be about fifty yards from the right hand point; now bear in till within 20 yards of the shore, a little below the head of the bar, then down 200 yards, and then wear over towards the left hand shore till within 50 yards of it.		
Pipe Creek, on the right.		
In the bend, below Big Grave creek.		
About a mile below Pipe creek is Narrow's Run, on the right. There is a bar a little below on the left; channel about 100 yards from the right hand shore.		
Captina Island.	6	112¾
Channel right side, and pass near the foot of the island, to avoid a hard bar on the left below.		
Captina Creek, right side.	2	114¾
About a mile below the island. There is a large bar at its mouth; keep well towards the left shore past it, then incline towards the middle.		
Fish Creek Island.	3	117¾
Best channel to the left, and close to the island at its foot, to avoid a large bar on the left, at the mouth of Fish creek. After you have passed Fish creek bar, incline to the left. About one and a half miles below Fish creek, is a bar on the right, with a small willow island on it, close to the right shore. Channel near the left shore.		
Directions for Map No. 4.—Ohio River.		
Sunfish Creek, right side.	4	121¾
When you approach Sunfish creek, keep to the left, to avoid the bar at its mouth.		
Opossom Creek, on the right.	3	124¾
Channel near the left shore, then turn short to the right, round its bar, and keep two-thirds of the river on your left, until you pass two large bars, one above, and the other below Proctor's run, on the left.		


Proctors Run
Sunfish
Sunfish Cr.
Opossom Cr.
Martinville.
Fishing Cr.
Dam
Pedens I.
Dam
Williamsons I.
OHIO—No. 4.
Sistersville
Dam
Pursleys I.
Dam
Mill Cr.
Wilsons, or Mill Cr I.
Dam
Grandview I
Dam
Petticoat Rripple.
Dam
Grape & Bat Is.
Middle I.

Fishing Creek, left side.	8	132¾
There is a large bar below the mouth of Fishing creek; channel to the right, and near the right shore at first, then incline to the left, near its foot.		
Peden's Island.	4½	137¼
Channel right side. After passing Peden's island, you enter the long reach.		
Williamson's Island.	2½	139¾
Channel to the right, and close in with the right shore at its foot, to clear the bar below.		
Pursley's Island.	4	143¾
Channel right side, and near the right shore at its head; incline towards its foot, to avoid a bar on the right, opposite.		
Wilson's Island.	2½	146¼
Channel right side. Incline towards the head of the island, when you approach it, to avoid a rocky bar at the mouth of Mill creek, on the right.		
Grandview Island.	2	148¼
Sistersville, Virginia, on the left.		
From Grandview island keep near the middle of the river for the distance of two miles, then bear in towards the right shore till within 100 yards of it; now keep down about one mile, then bear out to the middle of the river, then down one and a half miles, which will bring you opposite the mouth of a run on the Ohio side. Here is Petticoat ripple. After passing the ripple about one mile, wear out to the middle of the river.		
Grape and Bat Island.	8½	156¾
Keep about the middle of the river until within 300 yards of the island bar, then square in to the right hand shore within 20 yards of it; then keep down about the middle between the island and right hand shore to the foot of the island.		
Middle Island.	2	158¾
Channel right side. Keep nearest the right shore, round the head bar of the island, then incline towards the island, to avoid the bar on the right, below French creek.		
About a mile and a half below Middle island is Newport.		


Newport
Dam
Three Brother Is.
L. Muskingum R.
Duck Cr.
MARIETTA
Bull Cr.
Muskingum R.
Point Harmer
Duval's I.
Carpenters Bar.
Dam
Muskingum I
Vienna I.
Vienna
Dam
James I.
OHIO—No. 5.
Parkersburg
Bellpre
Lit. Kenhawa R.
Dam
Blenerhassetts I.
Dam
L. Hockhocking R.
Newburry Bar & I.
Mustaphas I.
Hocking Port.
Belleville
Big Hockhocking R.

Directions for Map No. 5.—Ohio River.

Three Brother Islands.	4½	163¾

From the foot of Bat and Grape island keep about the middle of the river, until nearly opposite Reynolds' run, on the right, then close in under the run bar (at low water) to avoid a small bar on the left. When you are past that, take the middle of the river and run down to the head of the Three Brothers; the channel continues to the right of these islands. At the foot of the lower one, keep well in to right shore to avoid a small bar at the foot of the island. One mile below the Three Brothers is Henderson's Tow-head, just above Cow creek on the left, channel on the right about half way between the shore and the Tow-head.

Bull Creek, on the left.	7	170¾

The channel about 100 yards, from its mouth for one mile, then bear in to the middle of the river, then keep down two miles until abreast of the false bend on the right, then wear in close to the right hand shore, where is Carpenter's bar, then keep down about 100 yards, then wear out 100 yards from shore, until you come to the mouth of the Little Muskingum river.

Duval's Island.	4½	174¾

Channel on the left. About a quarter of a mile below the little Muskingum run square across to within ten yards of the left hand shore; then keep down close to the left hand shore until you come opposite the trees on the head of the island; then keep about the middle of the river between the island and shore till you come to the foot of the island opposite Marietta.

Muskingum River, on the right.	3½	178¼

Muskingum river, which is 250 yards wide at its mouth, rises near the sources of the Cuyahoga of Lake Erie, in the southern part of the Connecticut Reserve. In good stages of water, steam boats run up it as high as Zanesville; and it is boatable as high as Coshocton, 100 miles from it mouth. Small craft ascend it to a portage of one mile from the boatable waters of the Cuyahoga.

Zanesville is situated at the falls of the Muskingum, on the east bank, about 60 miles from Marietta. It is connected with West Zanesville, and the town of Putnam, on the west bank, by two excellent bridges. The two towns, which may be considered as one village, contain about 500 houses, and above 6,000 inhabitants. It is an excellent situation for manufacturing—the falls of the Muskingum affording the advantages of water power to almost any extent. Numerous mill seats are already occupied, and in successful operation. Among these are several merchant flour mills, saw mills, a rolling mill, a nail machine, a woolen factory, &c. The Ohio Canal passes within a few miles of this place; to meet which, it is contemplated to cut a feeder from Zanesville. Stone coal is found in great quantities in the neigh-

bothood; and a peculiar kind of clay, suitable for crucibles and earthen ware. The grand national road also passes through this place; and all these advantages, united with many more which could be named, seem to point out Zanesville as a peculiarly favorable position for a manufacturing and commercial town, and one destined to a rapid and vigorous growth.

MARIETTA,

Is situated just above the mouth of the Muskingum river. It contains about 500 houses, and the whole corporation about 2500 inhabitants. It has two churches, an academy, two printing offices, a court house, a bank, and about twenty stores. It was one of the first settled towns in the state of Ohio, by emigrants principally from New England. It was laid out by the Ohio Company. Among the founders of this settlement, was General Putnam, who was one of the most distinguished citizens of Ohio. Marietta was formerly considered the most important and flourishing town in the state. But it has not increased so fast as some other towns, owing, among other causes, to the inundations of the river, which sometimes overflows the town, filling the first story of buildings with water, and sweeping away horses, cattle, &c. The soil is exceedingly fertile about the town; but the country in the interior is broken and hilly. Within the limits of the town are the remains of an extensive Indian fortification. The inhabitants are noted for their sobriety, industry, and civil deportment; and much attention is paid to education.

From Marietta the channel is almost directly towards the left shore, at low water between the bar, at the foot of Duval's island, and Muskingum bars on the right; keep to the right, round the latter, to avoid a small bar on the left.

Muskingum Island..... 3 181¼

Channel on the right side: a dam at the head of the island throws the water to the right. Ware out about a half a mile above the head to the middle of the river, then keep down the middle of the river between the shore and the island to the foot of the island, and then keep over to the left. See Chart.

Vienna, or Half-way Island..... 2¾ 184

Channel to the left. Opposite to Vienna island, is a small creek, on the left, with a bridge across it; and just below it, is the small village of Vienna.

James Island..... 2¾ 186¾

Channel to the right. The channel past James island is rather difficult at a low stage of water, occasioned by a bar on the right shore, below a small run; keep nearest the island bar. The rich settlement of Vienna extends down to opposite this island.

Little Kenhawa River, on the left.	4	190¾
The handsome little town of Parkersburgh is situated immediately above the mouth of Little Kenhawa, and the beautiful settlement of Bellepre on the right opposite.		
Blennerhassett's Island.	1½	192¼
This beautiful island is celebrated, as having formerly been the residence of Mr. Blennerhassett, an Irish emigrant of distinction, who built a splendid mansion upon this island, the ruins of which are still to be seen. He possessed great wealth, and expended a vast sum of money in decorating his residence, and in laying out his pleasure grounds, with great taste and elegance. His lady was a very accomplished woman, and his house was the resort of the most literary and polished society. When Aaron Burr was projecting his famous expedition, he called upon Blennerhassett, and induced him to join in the conspiracy, and to embark with all his wealth in his schemes. They were detected, arrested, and tried for treason. Blennerhassett was ruined—his splendid mansion was deserted, and went to decay—his pleasure grounds were overrun with brush and weeds, and it now presents nothing but a mass of ruins.		
Channel right side. Keep well over to the right shore, round the head bar of the island. This island is nearly three and a half miles in length. When you approach its foot, keep very close in to the right shore, round a bar at its foot, with a small towhead on it, then turn quick out to the left, near to the towhead, to avoid a small bar on the right, below.		
Little Hockhocking, right side.	5	197¼
Keep two-thirds of the river on your right, until you are past the bar at the mouth of Little Hockhocking, then incline to the right to avoid a bar on the left.		
Newbery Bar, and Small Island.	3	200¼
Channel about the middle of the river between the island and shore at the head, on the right side; when half way down run close in to the right hand shore to avoid a little bar at the foot of the island, and when opposite the point bear out to the middle of the river.		
Mustapha's Island.	1½	201¾
Channel on the right at low water. About 200 yards above the head of the island run quartering in to right hand shore to a notch in the hill just below the head of the island; then down the island fifty yards from shore, till 300 yards below the foot of the island, then bear out into the middle of the river.		
Big Hockhocking River, right side.	2	203¾
HOCKHOCKING RIVER rises in Fairfield county, Ohio, and after winding about 80 miles through a very hilly country, enters the Ohio at Troy, 25 miles below Marietta. It is only about 50 yards wide, but is deep and boatable for small craft as high as Athens. Near its source,		

seven miles from Lancaster, the stream falls over a stratum of rock about 40 feet perpendicular height, affording excellent mill seats—on one of which a large flour mill is erected. In a large bend of this river is the town of Athens, where the Ohio University has been founded. This institution is endowed with two townships of land, the annual rent, or revenue, of which amounts to about $2,300. It stands on an elevated and healthy situation, and commands a fine prospect.

Two miles below big Hockhocking bear in to the right hand shore to the head of Belleville bar, keep close to the right hand shore down to the mouth of a small run just above the point of land, then run quartering across until you come abreast of Lee's creek, on the left, and within 100 yards of the left hand shore, then down the river three quarters of a mile—below Lee's creek take the middle of the river, until you come to the head of Belleville Island.

Directions for Map No. 6.—Ohio River.

Belleville Island	4½	208½

At the head of Belleville island, keep about half way between the island and the shore on the right hand side, run down one third of the island, then close in to the right hand shore, and keep down to the point on the right, then out into the middle of the river until you come opposite Shade river, which is six miles below Belleville.

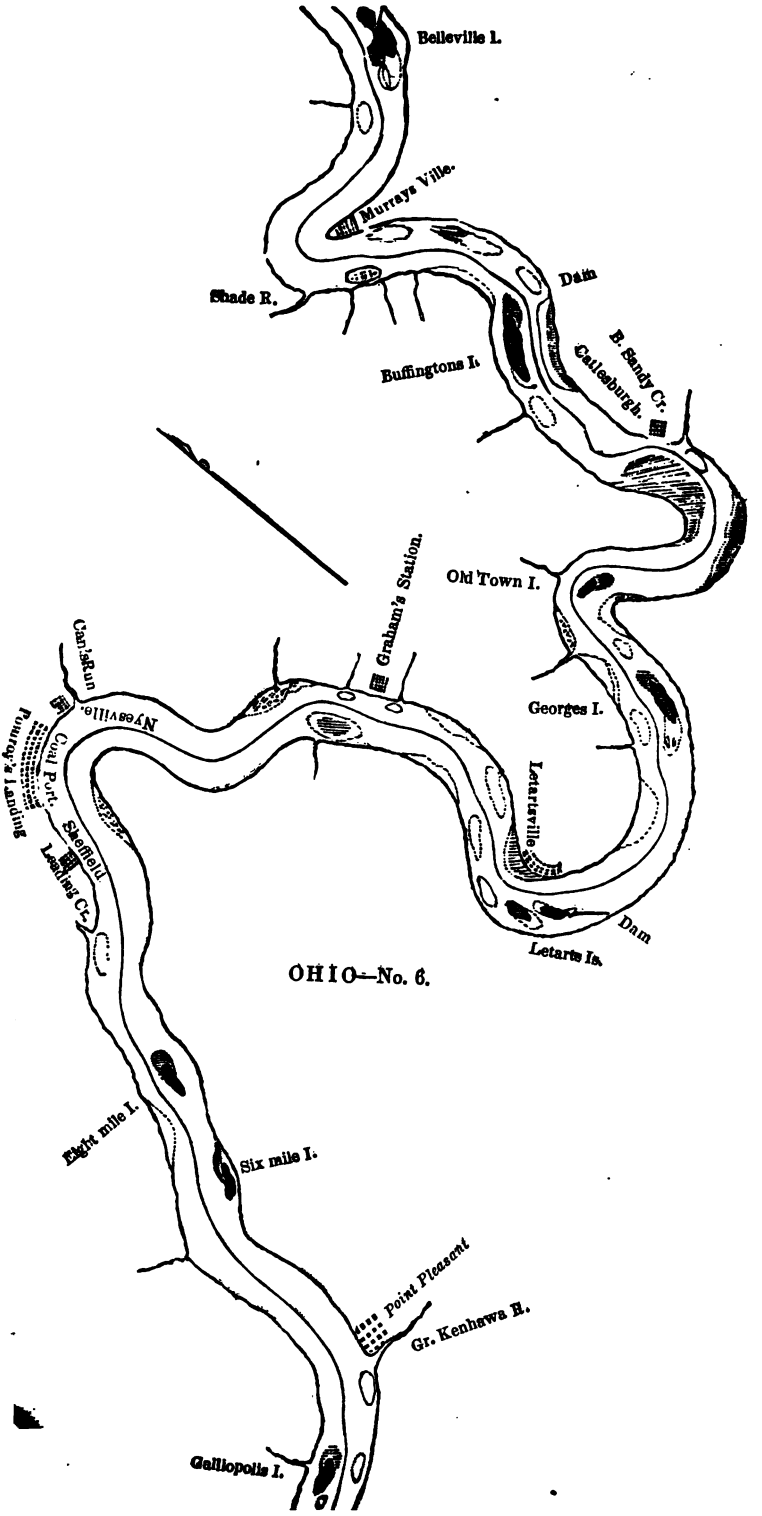
Shade River, right side	6	214½

When past the mouth of Shade river one quarter of a mile, run across to the mouth of a small run on the right within 100 yards of the shore; keep down about 200 yards, then wear out into the middle of the river to avoid a small rock bar on the right, until you come to the foot of Dewet's bar, then wear in within 100 yards of the left hand shore, run in this direction for one mile, then into the middle of the river to the head of Swan bar, about two miles and a half below Dewet's bar.

As you approach the head of Swan bar, bear in to some rocks on the right hand shore at the head of the bar, then to about 50 yards of the right hand shore to the foot of the bar.

Buffington's Island	6½	220½

This island lies close into the right shore, below a right hand point; at low water, the channel is in the middle, between the island on the right and dam on the left. Keep near to the island at its foot, to avoid a hard break or rock, on the right, opposite; then cross out past its foot to avoid a bar on the right below.


Belleville I.
Murrays Ville.
Shade R.
Dam
B. Sandy Cr.
Catlesburgh.
Buffingtons I.
Old Town I.
Graham's Station.
Can's Run
Nyesville.
Pomroy's Landing
Coal Port.
Sheffield.
Leading Cr.
Georges I.
Letartsville
Dam
Letarts Is.
Eight mile I.
Six mile I.
Point Pleasant
Gr. Kenhawa R.
Galliopolis I.

OHIO—No. 6.

Big Sandy Creek, on the left.	4½	225½
There is a rocky bar on the right, above Sandy creek. Keep nearest the left shore until you are three quarters of a mile below the creek; then keep over to the right, to avoid a rocky bar, or ledge, on the left, extending half across the river, and rather more than two miles along the left shore.		
Old Town Bar, and Small Island.	5	230½
The channel to the right, no channel to the left, except in high water; after passing the first right hand point above Old Town bar, keep within fifty yards of the right hand shore, until you approach Old Town creek, then wear out into the middle of the river to avoid a rocky bar on your right.		
George's Island, near the left shore.	4	234½
Channel right side, between the head bar of the island, and a small bar on the right, opposite. After you have passed the head of the island, incline to the left, and keep pretty near to the island, to avoid a bar on the right; as you approach the foot of the island, incline to the right, and keep well in to the right shore, round the bar at its foot, and then turn out to the left.		
Letart's Islands.	6	240½
Channel to the right. Keep pretty close to the right shore, round the bar at the foot of the first island, then turn short to the left, and run pretty close to the second island, then incline a little to the right, and keep one-third of the river on the right, through the ripple; then incline a little to the left. One mile below the ripple, there is a bar on the right. At Letart's falls and the foot of the island, is a small town, called Letartsville, in Meigs county, Ohio.		
Wolf's Bar.	7	247½
Channel to the right. Keep to the left, round the foot of the bar, to avoid an eddy on the right below. West's creek comes in on the left, opposite the foot of the bar. About a mile below West's creek, is a rocky bar on the right, which forms a ripple, called Sureas ripple: channel through, one-third from the left shore.		
Leading Creek, on the right.	11	258½
Eight Mile Island.	3½	261½
Channel right side, and near the right shore, round the head bar of the island, then turn out to the left past its foot.		
Six Mile Island.	2½	264½
Run down the middle of the river until you are two-thirds down the island, then run across towards the foot of the island within about fifty yards of the left hand shore, then down the shore 200 yards, then to the middle of the river to Kenhawa.		

Great Kenhawa River, on the left.	6	270¼

GREAT KENHAWA river rises in the Alleghany mountains. One of its branches, the Green Brier, almost interlocks with the head waters of James river. The river is above 400 yards wide at its mouth, and, in common stages of water, is boatable by keels to the falls, seventy miles from its mouth. Small steam boats have of late commenced running as high as the salt works, where are found the most extensive salines in the western country. The water is found in many places by perforating the earth and rocks to the depth of from 100 to 200 feet. It is a remarkable fact, that when the auger reaches the salt water, it immediately rises above the water of the river, and sometimes spouts up 20 feet into the air. The water is so strongly impregnated with salt, that it takes only from 90 to 130 gallons to make a bushel. This water is evaporated in kettles set in furnaces, of which there are a great number. The quantity made at present, is from 200,000 to 300,000 bushels annually. It was near the mouth of this river where the family of Logan, the famous Mingo chief, resided, and where they were all assassinated by Colonel Cresup. The war which ensued—the revenge he took, and the simple, bold, concise, and eloquent speech, which he made to the commissioners appointed to treat of a peace, are familiar to every one.

POINT PLEASANT,

Immediately above the mouth of the Great Kenhawa, is the seat of justice of Mason county, Virginia. From Point Pleasant, incline over to the right shore.

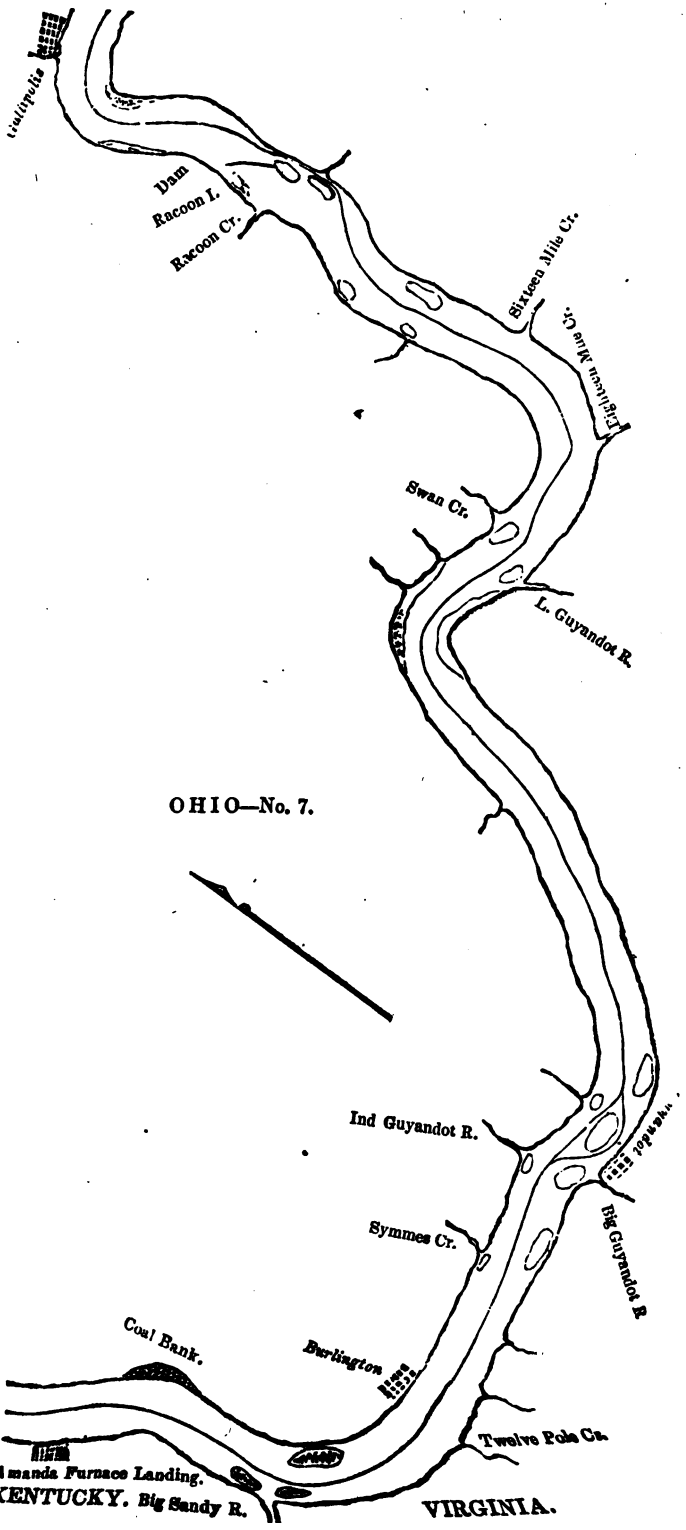
Gallipolis Island.	3	273¼

Channel to the left, and near to the head bar of the island at first, and when up with the head of the island, incline to the left, to avoid a small bar near its foot. You may pass to the right of the latter, close to the foot of the island, at a middling stage of water; but not advisable, except you wish to land at the town.

Directions for Map No. 7.—Ohio River.

GALLIPOLIS, on the right.	1	274¼

GALLIPOLIS is the county seat of Gallia county. It has a court house, an academy, above 100 houses, 12 or 15 stores, and 1413 inhabitants It was originally settled by a small colony of French, who had been deceived and imposed upon by speculators, and suffered severely by sickness and other calamities. Some left in discouragement, many died, and the remaining number of French settlers is now small. There is a semi-globular mound, 18 or 20 rods in circumference at its base, near the academy. The town appeared for some time to be on the decline, but is since improving.


Dam
Racoon I.
Racoon Cr.
Sixteen Mile Cr.
Eighteen Mile Cr.
Swan Cr.
L. Guyandot R.
OHIO—No. 7.
Ind Guyandot R.
Symmes Cr.
Big Guyandot R.
Coal Bank.
Burlington
Twelve Pole Cr.
Amanda Furnace Landing.
KENTUCKY. Big Sandy R.
VIRGINIA.

Racoon Island.	6	280¼
There is now a dam at the head of this island. Half a mile above the island, keep close in to the left hand shore, between two small sandbars, and the shore, then bear out into the middle of the river.		
Meridian, or Straight Creek, or Sixteen Mile Creek, left side.	9	289¼
Eighteen Mile, or Strait Creek, left side.	2	291¼
At the mouth of Strait creek is a ripple, called Strait creek ripple; keep the middle of the river 400 yards below, then wear over to within 100 yards of the right hand shore to avoid a bar on the left.		
Little Guyandot Creek, left side.	3	294¼
When you reach Little Guyandot creek, and after you pass the mouth of it, bear in to the left hand shore to avoid a bar on the right, then keep about 100 yards from the shore for about a mile and a half, then run into the middle of the river until you come to the head of Green-bottom ripple. In the bend, channel about 50 yards from the left hand shore, at the head, then run out and keep about one-third of the river on your left until past the bar.		
Green Bottom Ripple, in the bend.	4	298¼
Channel one-third from the left shore at first, then incline a little to the right.		
Federal Creek, right side.	3½	301¾
Nine Mile Creek, left side.	3½	305¼
Big Guyandot River and Town, left side.	7	312¼
When you are up with Paddy's run, about a mile above Guyandot, on the right, steer quick over for the left shore, leaving a large bar on the right, just above town. When nearly up with the mouth of Big Guyandot, turn short over to the right, to about one third from the right shore, above Indian Guyandot; then keep to the left, round the bar at the mouth of the latter. Some prefer the right side of the large bar in the middle. To take the right, when nearly up with Paddy's run, above, keep a little to the left, round a small bar at its mouth, then incline towards the right shore, taking care to keep to the left, round the bar at the mouth of Indian Guyandot.		
Symmes' Creek, on the right.	3	315¼
Buffalo Creek, left side.	2	317¼
Ten Pole Creek, left side.	1	318¼
Twelve Pole Creek, left side.	2	320¼

BURLINGTON, on the right,

Nearly opposite to Twelve Pole creek, is a post town, and seat of justice for Lawrence county, Ohio. It was laid out in the fall of 1817, and so called after Burlington, in New Jersey, the native place of Captain Lawrence, for whom the county was named.

Big Sandy River, on the left. — 4 — 324½

Big Sandy rises in the Alleghany mountains, near the heads of Cumberland and Clinch, and forms the boundary between Virginia and Kentucky, for nearly 200 miles. It is 200 yards wide at its entrance into the Ohio, and is navigable for light craft back to the mountains.

There is a bar on each side of the river, at Big Sandy. Channel in the middle.

Directions for Map No. 8.—Ohio River.

Stoner's Creek, right side. — 10 — 334½

Ferguson's Bar,

Is about three miles below Stoner's creek. Channel nearest the right shore for about two miles, then incline towards the middle.

Little Sandy River, on the left. — 9 — 343½

Channel near the middle of the river.

Pine Creek, on the right. — 10 — 353½

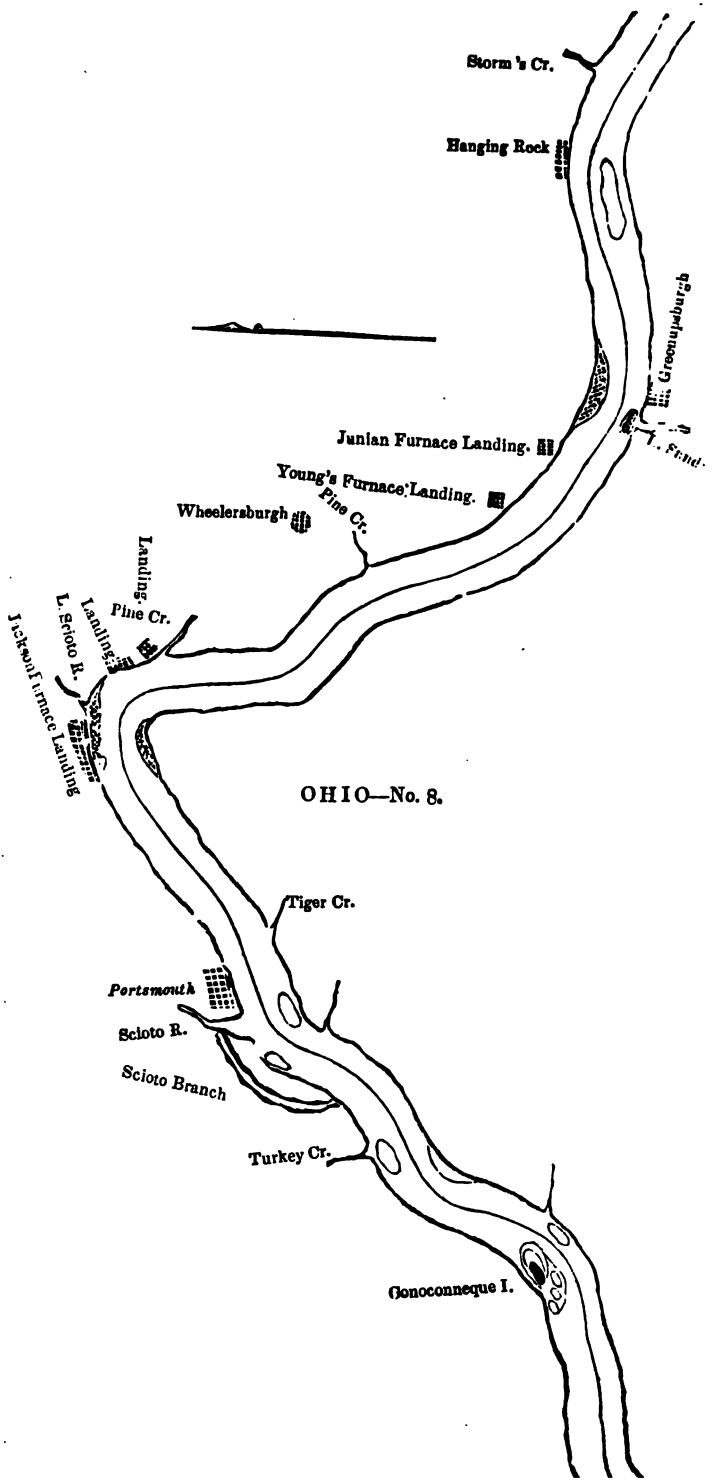
Little Scioto River, on the right. — 2½ — 355½

There is an ugly rocky bar on the right, commencing nearly a mile above the Little Scioto, and extending more than a mile below it. Channel one-third from the left shore.

Tyger's Creek, left side. — 4½ — 360½

PORTSMOUTH, right side.

Portsmouth, the chief town of Scioto county, stands on the Ohio shore, just above the mouth of the Scioto river. The Ohio canal here enters the river. This canal unites the waters of the Ohio with Lake Erie; and by means of the Lake and the grand New York canal, a water communication is opened between the Mississippi and its tributaries, and the city of New York. The waters of the Mississippi, the Wisconsin, the Illinois, the Missouri, with all its navigable tributaries; the Arkansas, Red River, the Ohio, the Tennessee, the Cumberland, the Wabash, the Kentucky, the Miami, the Scioto, the Kenhawa, the Alleghany, and the Monongahela, all great and navigable rivers, with many others of less note, may be made to communicate


Storm 's Cr.
Hanging Rock
Greenupsburgh
Junian Furnace Landing.
Young's Furnace Landing.
Wheelersburgh
Pine Cr.
Landing.
Pine Cr.
Landing.
L. Scioto R.
Jackson Furnace Landing
OHIO—No. 8.
Tiger Cr.
Portsmouth
Scioto R.
Scioto Branch
Turkey Cr.
Gonoconneque I.

with this canal, forming an inland navigation of above 8,000 miles!! The trade and productions of the immense country watered by these rivers, extending from the Alleghany to the Rocky Mountains, and from the lakes to the Gulf of Mexico,—floating from different directions, and even from different climates,—can all concentrate at the mouth of the Ohio canal at Portsmouth. And much of it undoubtedly will. A vast amount of commission business must, in consequence, be done here. It is also well situated for the internal commerce of the state. Its growth must be rapid, to keep pace with the business which must naturally accumulate here. It has now a bank, court house, printing office, and the usual number of public buildings, stores, and mechanics' shops, for towns of the size. It probably contains above 4000 inhabitants. It is 45 miles, by land, south of Chillicothe, and 90 from Columbus.

Scioto River, on the right..... 3½ 363¾

The Scioto river rises in the northern part of the state of Ohio. Its general direction is south-east; and its whole course is nearly 200 miles. It is navigable, in high stages of water, 130 miles, and is 150 yards wide at its mouth.

Columbus, the capital of the state, stands on the east bank of this river, 90 miles, by land, from its junction with the Ohio. Its site was, in 1812, a compact forest. It now contains about 8,000 inhabitants. The state house is a respectable building, 75 by 50 feet. The top of the cupola is 106 feet high, around which are railed walks, from which the town and surrounding country are visible, as on a map. It commands a delightful and variegated landscape. The penitentiary is also located here. The building which contains the public offices is 100 by 25 feet. In a line with this building and the state house, is a handsome court house for the federal court. On the opposite bank of the Scioto, is the village of Franklinton. Columbus contains 2 banks, four printing offices, an academy, several respectable schools, a market house, a number of large stores, &c. A feeder, from the Scioto to the Ohio canal, passes through the town, and adds to its commercial advantages.

Chillicothe, the seat of justice for Ross county, is situated on the west bank of the Scioto, 45 miles from its mouth.

It was first laid off and settled in 1796; and was, until recently, the capital of the state. It is washed on the north side by the Scioto, and on the south by Paint creek, a large stream, which falls into the Scioto, a short distance below. It contains about 7000 inhabitants. Two newspapers are printed here. It has a bank, a court house, a stone market house, an academy, and about thirty stores. There are in the town and neighborhood, four cotton factories, a rope walk, an oil mill, a fulling mill, paper mill, several saw mills, and a number of flouring mills. It stands nearly in the centre of a very fertile tract of country, called the 'Scioto Valley.'

Many *tumuli*, and remains of Indian antiquities, exist in the neighborhood; one of which once stood within the site of the town. In leveling it, for the purpose of building, large quantities of human bones were found. A hill rises abruptly on the south-west of the town.

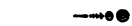
It commands an extensive and very delightful prospect of the surrounding country, which is interspersed with luxuriant fields, green meadows, woods, farm houses, and the meanderings of the river.

Turkey Creek, on the right. — 5 — 368¾

There is a large snaggy bar on the mouth. Channel one-third from the left shore.

Conoconneque Creek, left side. — 5 — 373¾

Small island near the right shore, half a mile below, with a large bar at its head. Channel to the left, and near to the head bar of the island, on the right, until you are past the creek bar; then incline towards the left shore, to avoid a large bar below the foot of the island, on the right. After passing the bar at the foot of Conoconneque island, keep near the middle of the river, until you approach Twin creeks.



Directions for Map No. 9.—Ohio River.

Twin Creeks, on the right. — 6 — 379¾

These are two small creeks, which empty into the Ohio within a few yards of each other. There is a large bar at their mouths, extending two-thirds across the river. Channel near the left shore; then keep to the right, past Salt creek, which is about a mile below, on the left.

VANCEBURGH, on the left.

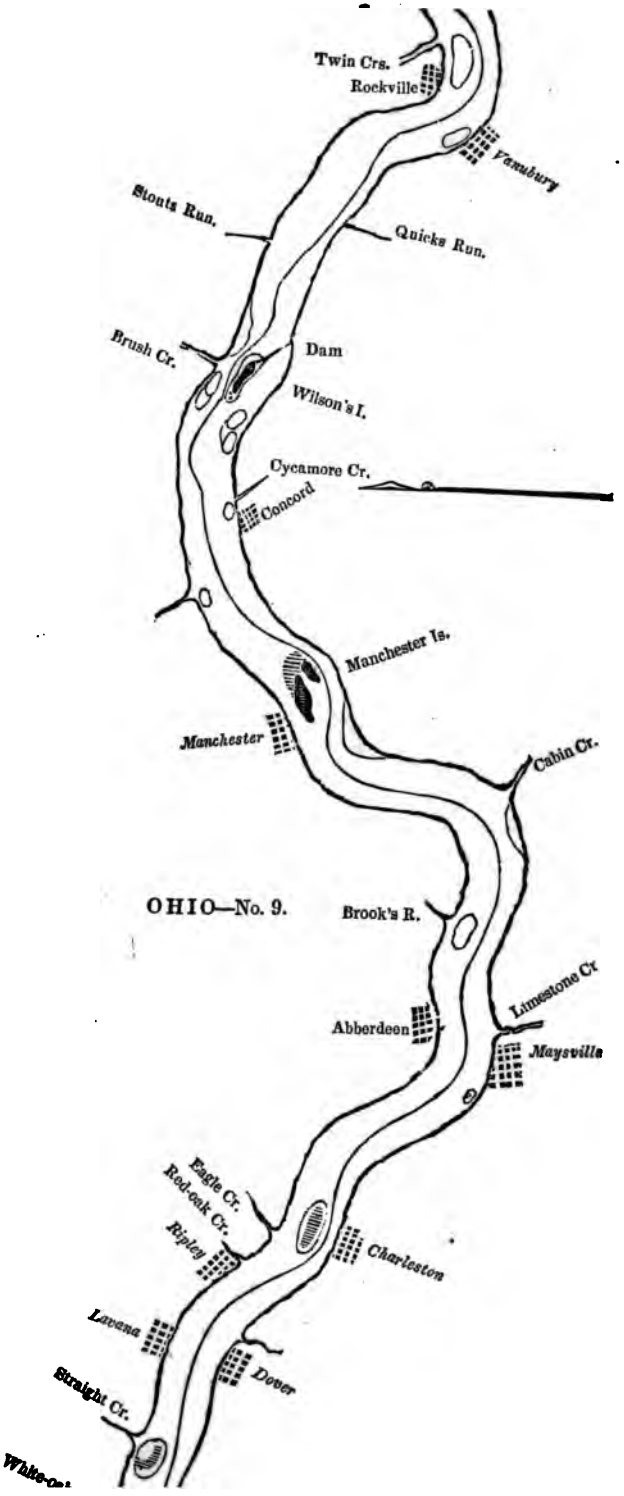
Four miles below Vanceburgh, is a bar called Quicks Run bar, in the middle of the river. Keep close in to the left hand shore at the mouth of the run, then run down until you are opposite the point on the left, then cross over to within 100 yards of the right hand shore, to just above Stout's run on the right; when a mile below Stout's run bear into the middle of the river, and run down one mile; then wear across to the right hand shore, 100 yards from the shore, until you approach the head of Wilson's island.

Wilson's, or Brush Creek Island. — 14 — 393¾

Channel on the right. When opposite the head of the island keep within 25 or 30 yards of the right hand shore until a little above the mouth of Brush creek, then bear over towards the island to within 25 or 30 yards of the island, then run down near the foot of it, then bear to within 150 yards of the point on the right hand shore.

CONCORD,

A small village on the Kentucky side about two miles below Brush creek island. About one mile below Concord is Pennyweight bar on the left hand shore, channel to the right, keep close down the right shore until you come to the mouth of a run or a brick house just above the mouth of the run, then wear out into the middle of the river.


Twin Crs.
Rockville
Vanbury
Stonts Run.
Quicks Run.
Brush Cr.
Dam
Wilson's I.
Cycamore Cr.
Concord
Manchester Is.
Manchester
Cabin Cr.
OHIO—No. 9.
Brook's R.
Limestone Cr
Abberdeen
Maysville
Eagle Cr.
Red-oak Cr.
Ripley
Charleston
Lavena
Straight Cr.
Dover
White-o.

Manchester Islands.	7½	401¼
Channel to the left. These islands are connected by a large bar at their head, at low water. Keep well over to the left shore, opposite the head bar of the islands, and cross over, passing the foot of the large island, towards the right shore. The town of Manchester is on the right, just below the islands. This is a post town of Adams county, Ohio.		
Cabin Creek, on the left.	6	407¼
Brook's Run, left side.	3	410¼
Below the mouth of Brook's run is a large snaggy bar. Channel near the left shore.		
Limestone Creek, on the left.	3	413¼
MAYSVILLE.		
MAYSVILLE, formerly called Limestone, stands on the Kentucky shore, just below Limestone creek. It has a fine harbor for boats. It is situated on a narrow bottom, between the high hills, which rise just behind it, and the Ohio. It has three streets, running parallel with the river, and four crossing them at right angles. The houses are about 700, and the inhabitants about 3,500. It is the depot of the goods and merchandise intended to supply the eastern part of the state of Kentucky, which are imported from Philadelphia and the eastern cities, and which are landed here, and distributed all over the state. The great road, leading from Lexington to Chillicothe, also crosses here. It is a very thriving, active town. Washington, the county town, and a wealthy village, is situated four miles south-west from Maysville, and is surrounded by a fertile and populous country.		
Eagle Creek, on the right.	7	420¼
There is a large bar in the middle of the river, immediately above the mouth of Eagle creek, and directly opposite the town of Charleston, Ky. Channel to the left, and when past the bar, incline over towards the right shore.		
RIPLEY, right side,	2	423¼
Is a post town of Brown county, just below the mouth of Red-oak creek. It contains about 100 houses, 1000 inhabitants, and several stores. It is 46 miles above Cincinnati.		
LAVANA, right side, 2 1-2 miles.		
DOVER, on the left.		
Straight Creek, right side, 2 miles.		
There is a bar at the mouth of Straight creek, Channel near the left shore opposite the mouth of Straight creek, keep close down the left hand shore for one mile to the mouth of a small run on the left, then		

wear over within 200 yards of the right, to avoid a large sand bar on the left, opposite the mouth of White oak creek. Just below the mouth of that creek is Higginsport, keep down one mile below Higginsport, then bear into the middle of the river, which keep until you come opposite Augusta, then wear in within 150 yards of the left hand shore, and keep down that shore for one mile and half to avoid Augusta bar on the right.

Directions for Map No. 10.—Ohio River.

AUGUSTA, on the left.	9	432¼

Augusta, a town beautifully situated on the Kentucky shore. A college has recently been founded at this place, which is fast rising in importance, under the special patronage of the Methodist society. It was organized in 1828, under the auspices of an able and popular faculty, at the head of which is the Rev. Martin Ruter, president of the institution. It has at present, in the preparatory department, and in the college classes, about two hundred scholars.

There is a large bar opposite to Augusta. Channel to the left, and when you are past the town, keep to the right.

Bullskin Creek, right side.	3½	435¾

A large bar at its mouth. Channel near the left shore; and when you are past the bar, keep to the right, to avoid the bar at the mouth of Turtle creek, on the left, about two miles below.

MECHANICSBURGH, on the right.	3½	439¼

There is a large bar opposite Mechanicsburgh. Channel to the left, and when past it, keep the middle of the river

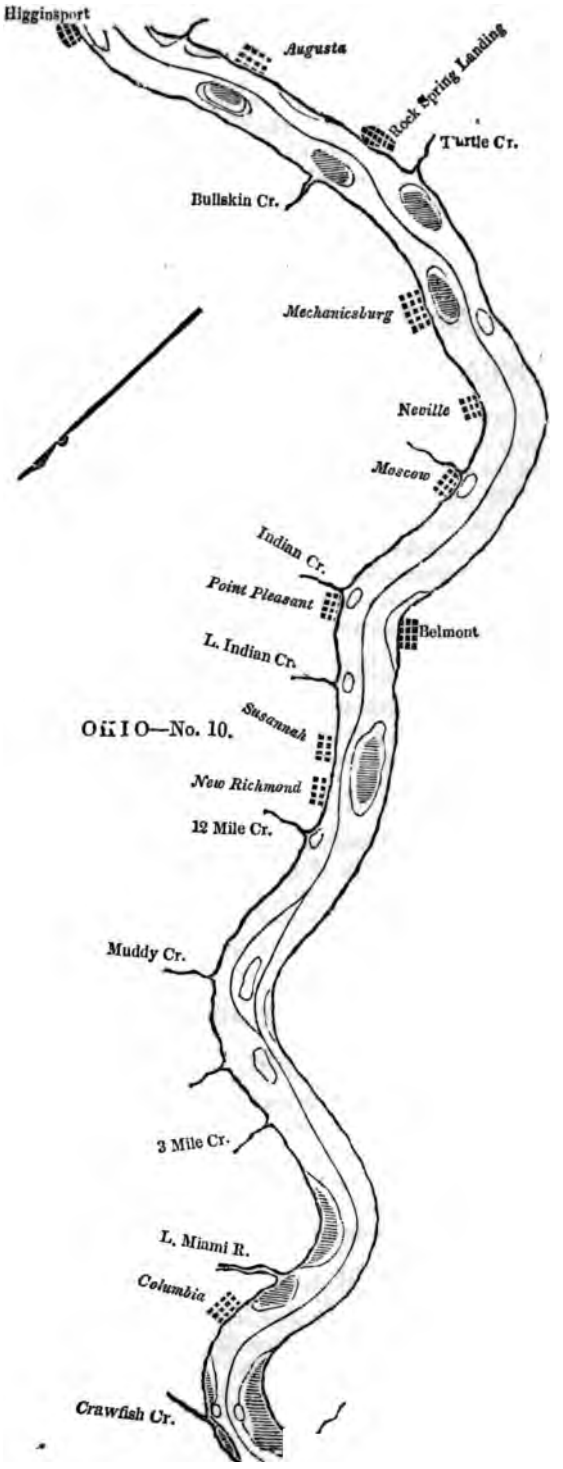
NEVILLE, right side.	3	442¼
MOSCOW, right side.	3½	445¾
POINT PLEASANT, on the right.	3	448¾
NEW RICHMOND, right side,	5	453¾

Is post town in Clermont county. It contains about 100 houses and 500 inhabitants, and has three or four stores.

There is a large bar on the left, above New Richmond, which throws its channel pretty close to the right shore, from one and a half miles above until you pass the town then incline to the left, to avoid a small bar at the mouth of Twelve Mile creek.

Muddy Creek, right side.	6	459¾

There is a bar in the middle of the river, opposite to Muddy creek. Best channel to the left. Two miles below this, is another low bar in the middle of the river. Channel either side.


Higginsport
Augusta
Rock Spring Landing
Turtle Cr.
Bullskin Cr.
Mechanicsburg
Neville
Moscow
Indian Cr.
Point Pleasant
Belmont
L. Indian Cr.
Susannah
New Richmond
12 Mile Cr.
Muddy Cr.
3 Mile Cr.
L. Miami R.
Columbia
Crawfish Cr.

OHIO—No. 10.

Little Miami, right side. 8 467¾

This stream rises in Madison county, Ohio; traverses Clark, Green, Warren, and Hamilton counties and enters the Ohio seven miles above Cincinnati. It flows through a very fertile country, and has about fifty mill seats upon its banks, which makes it a river of great utility. About seventy miles from its mouth, and in the neighborhood of the Yellow Springs, are singular falls, where the river, in a short distance, falls two hundred feet. These falls have cut a narrow channel, to a great depth, through solid rock, or cliff, of limestone, which are covered with cedar, hemlock, and other evergreens. In some places, the stream is so contracted that a person can almost leap from one bank to the other. The depth of the water, in some places in this channel, has never been sounded. The high, picturesque, and perpendicular walls on each side of the foaming stream,—the wild and grotesque appearance of the rocks, and the noise of the falling waters, contrasted with the mild and beautiful aspect of the surrounding country, form a landscape of exceeding beauty. About three miles from this place, and on some of the highest table land in the state, is the celebrated watering place, called "Yellow Springs," which for variety and beauty of natural scenery, purity of atmosphere, and rural attractions, is not surpassed by any spot in the western country, and affords a cool and delightful retreat from the heats of summer.

There is a large bar at the right hand point, above the Little Miami, and an ugly, snaggy bar below its mouth. Channel near the left shore, until you are nearly a mile below the Little Miami, then steer across for the red house at Columbia.

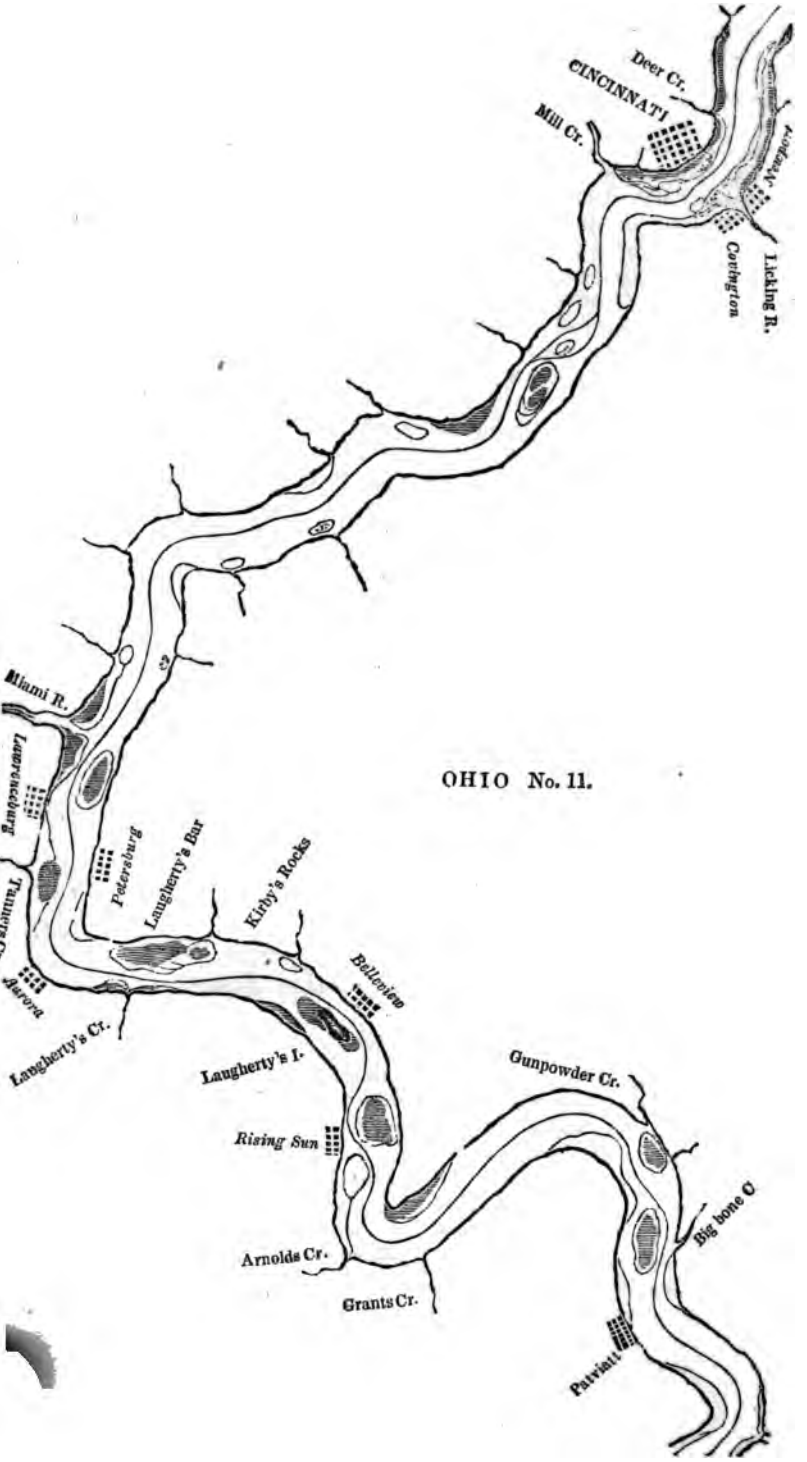
Crawfish Run, on the right. 3 470¾

Keep near the right shore, from Columbia, until you approach Crawfish creek; then incline a little to the left, until you are half a mile below its mouth; then keep near the right shore, to avoid a large bar on the left, commencing a little below Crawfish creek.

Directions for Map No. 11.—*Ohio River.*

CINCINNATI, on the right. 5 475¾

Cincinnati, the largest city of the west, except New Orleans, stands upon the bank of the Ohio, directly opposite the mouth of Licking river. It is situated in a valley of about twelve miles in circumference, and surrounded by hills, which are seen in the distance, both on the Ohio and the Kentucky shore. This valley is divided nearly in the centre by the Ohio. The hills form a fine, bold outline of beautiful configuration, having a rich soil, and clothed with heavy timber to their summits. From some of these summits, the city; with all its streets, its gardens, its public buildings, its manufactories, the Ohio studded with steam boats; the towns of Newport and Covington, on the Kentucky shore, and the bustle of life and business, are distinctly seen. The eye takes in the whole grand amphitheatre at once; and few spots


Deer Cr.
CINCINNATI
Mill Cr.
Newport
Covington
Licking R.
Miami R.
Lawrenceburg
Petersburg
Laugherty's Bar
Kirby's Rocks
Tanners Cr.
Aurora
Bellevieu
Laugherty's Cr.
Laugherty's I.
Gunpowder Cr.
Rising Sun
Big bone C
Arnolds Cr.
Grants Cr.
Patriot

OHIO No. 11.

command a more beautiful and picturesque panorama view of pleasing and animating objects.

The streets of the city occupy the whole of the first bank, called "the Bottom," and extend back upon the second bank, called "the Hill." The second bank is elevated fifty or sixty feet above the first; but the Streets have been so graded as to form a smooth and gentle ascent, and to render the communication between the two parts continuous and easy. In consequence of the descending angle of the streets, all the stagnant waters are carried off: the streets are washed clean by the rains, and are rendered dry, clean and healthy. The city is amply supplied with water from the Ohio, by steam power. The water works, which afford this supply, belong to the city, which convey it to every family who wish it, for a stipulated sum.

The City is advancing with rapid march in population, wealth, and improvements of every description. Within the last year, (1846,) about one thousand new buildings were erected, many of which are large, expensive, and elegant. It contains at present, above 12,000 houses, and 75,000 inhabitants. The public buildings are a court house, 4 market houses, 6 banks, 4 medical colleges, the lunatic asylum, the Cincinnati and Woodward Colleges, the Cincinnati Astronomical Observatory, the Gas Works, Water Works, 54 Churches, 10 Public School houses, 2 Theatres, 3 Orphan Asylums, &c., &c.

In its commercial character, Cincinnati exhibits great activity and enterprise. Steam-boats, many of which are owned here, arrive and depart almost every hour in the day. The Miami and Whitewater canals, the former of which enters the city on the North, and the latter, on the West, together with the Little Miami Rail-road, entering on the East, open an extensive trade with the interior. Wholesale stores have increased to such an extent as to be able to supply merchants from the interior, at a very small advance on eastern prices. The citizens are characterized for great enterprise, and public spirit. They have at a great expence, constructed one of the finest river landings in the world, being paved with stone from low water mark to the top of the first bank, and nearly one thousand feet in length. All the principal streets are paved with stone. But what gives to Cincinnati its principal activity, and constitutes its main sources of wealth, are its manufactures. It is second to no other place in the Western country as a manufacturing town. Besides the handy-craft trades, which are carried on here very extensively, there are forty or fifty large manfacturing establishments, most of them driven by steam power. Among these, are several steam engine founderies, 3 type founderies, cotton factories, &c., &c.

Education commands a great deal of attention. In the winter of 1825, the legislature passed a law, laying the foundation of a system of free schools throughout the State of Ohio, similar to those of New-York and the New England States. In addition to which, a special act was passed, making more ample provisions for Cincinnati. The city authorities have commenced operations under this law, and ten spacious school houses have been erected, which besides being well filled with scholars the year round, add greatly to the ornament of the city.

These schools are free and open to all classes, without distinction, and are supported by a tax. In addition to these common schools, there are many respectable private schools. There are several circulating libraries, and 26 book stores; and book printing, especially of school books, is carried on upon an extensive scale. Twelve daily, and 23 weekly papers are published here. There is one very respectable museum among which are many original subjects, indicating much taste and genius. In short, the rapidity with which the city is marching forward in wealth, enterprise, population, manufactures, taste, literature, and improvements of every description, outstrips the imagination and exceeds belief. She may be truly denominated, what a great orator on a certain occasion called her, "The Queen of the West."

Channel past Cincinnati, one-third from the right shore, until you pass the brewery, then steer short over towards the left, and pass pretty close to a snag or root, lying about one-quarter from the left shore. After passing it one hundred yards, incline gradually to the right, and pass Mill creek about the middle of the river, and then incline still towards the right shore. Two miles below Mill creek, is a hard gravel bar, at the mouth of the run, on the right, above Sedam's house. Channel in the middle of the river.

M'Cullam's Bar. ---------- 5 480¼

At the head of M'Cullam's bar keep close in to the left hand shore, until you are opposite a house or a small hollow, then run square across to the right hand shore within 10 yards of the shore to where the trees are cut off, or where there is a notch in the hill, on the right, then keep down 300 yards, then wear out to the middle of the river.

North Bend, right side. ---------- 11 491¼

When half a mile above General Harrison's plantation keep within about 100 yards of the right hand shore to avoid a large bar on the left, for about a mile and a half, then wear off into the middle off the river.

Great Miami River, right side. ---------- 4 495¼

This river rises in the north-western part of the state of Ohio, and interlocks with the head waters of the Scioto and the Wabash, which enter into the Ohio, and with the St. Mary's and Au Glaize, branches of the Miami of the Lakes, and enters the Ohio two miles above Lawrenceburgh, and is, for a short distance, the boundary line between the states of Ohio and Indiana. It flows in a rapid, but generally smooth, and unbroken current,—interrupted however, in common stages of water, by numerous mill dams. From the west, it receives Loramie's creek, which enters it one hundred miles above its mouth; Still-water, fifty miles lower down; and White-water, which it receives only seven miles from its mouth. Its principal branch, however, is Mad river, which rises in the large prairies in Logan county, and traversing a fine, level, dry, and populous country, enters the Miami from the east, at Dayton, about seventy miles from its mouth. The Miami valley,

or the country lying between the two Miamies, is filled with a dense population; and, for a new country, is extremely well cultivated. The traveler meets with a succession of beautiful farms, and good, neat dwellings, mostly of brick, throughout the whole extent of this valley. No country can be more fertile, or more luxuriantly beautiful. It yields, for exportation, large quantities of flour, pork, bacon, whisky, corn, &c.

The towns following are situated on its banks:

PIQUA, on the west bank, about thirty miles above Dayton. It has a land office, a printing office, a number of mercantile stores, and about nine hundred inhabitants.

TROY, also situated on the west bank, twenty-one miles above Dayton, is the seat of justice for Miami county, and is about the same size as Piqua.

DAYTON is situated on the east bank, just below the entrance of Mad river. This town is rapidly improving; and since the opening of the Miami canal, is rising fast in importance. The canal is taken from Mad river, just above the town. Large and commodious basins, for the accommodation of canal boats; have been dug. It has excellent mill seats, and water power, from the waters of Mad river; and, being at the head of canal navigation, will possess many commercial advantages. It contains about 700 houses; among which are an academy, a court house, two printing offices, a number of large stores, and about 7000 inhabitants.

HAMILTON, about 30 miles below Dayton, and 25 from Cincinnati, stands upon the east bank, in the midst of a fine settled country. It has above 200 dwelling houses, 2000 inhabitants, a court house, and a number of stores. The Miami canal passes within about a mile of the town, from which a lateral and expensive basin has been dug to the town.

There is a large bar on the right, above and below Miami river. Channel near the left shore, until you have passed the mouth, nearly half a mile, then incline to the right, and keep nearest the right shore, past Lawrenceburgh. There is a large bar on the left, a mile above Lawrenceburgh.

LAWRENCEBURGH, right side. 2 497½

This town contains about 200 houses and 2500 inhabitants. It was originally built on the first bottom, which is frequently exposed to inundation. It is not uncommon for the water to rise several feet above the foundation of the houses; in which case, the inhabitants move to the upper story, and drive their animals to the hills. They visit each other in skiffs; and all customary pursuits being suspended, they indulge themselves in social recreation. It is said that the floods, instead of creating disease, serve to wash the surface of the earth, and to carry off all vegetable and animal matter, which would otherwise putrefy, and are supposed to be rather conducive to health than otherwise.

In consequence of these inundations, the inhabitants have of late built upon the second bank, near Tanner's creek, in a part of the town which they call New Lawrenceburgh, which is rapidly improving. It has a court house, a number of stores, two printing offices, some respec-

table manufactures, and is eligibly situated for the trade of the rich adjacent country.

After you have past Lawrenceburgh, incline over towards the left shore, to avoid the bar on the right, at the mouth of Tanner's creek, opposite to Petersburgh.

AURORA, ---------- 5 502¼

Is a new village, situate at the mouth of Hogan creek, four miles below Lawrenceburgh. It contains between sixty and seventy houses, and about 800 inhabitants.

Laugherty's Creek, on the right. ---------- 2 504¼

There is a large bar on the left, commencing above, and extending down nearly two miles below Laugherty's creek. Channel near the right shore.

Laugherty's Island. ---------- 4¼ 509

Channel left side.

RISING SUN, right side. ---------- 3½ 512¼

Rising Sun, a pleasant little town in Dearborn county, is fourteen miles below Lawrenceburgh, and occupies a beautiful position on the Ohio. It contains about 150 houses, and 1500 inhabitants.

There is a very large bar opposite the town, which throws the channel very close in to the right shore; and when up with the lower part of the town, keep quick over towards the left to avoid a large low bar on the right, below.

Arnold Creek, right side, 2 1-2.

Grant Creek, right side, 1 1-2.

Gunpowder Creek, left side, 5 1-2. ---------- 9½ 522

Keep well over to the left shore, above the mouth of Gunpowder; and when up with its mouth, turn pretty short to the right, to within a third from the right shore, and when three quarters of a mile below, keep short over to the left again.

Big Bone Lick Creek, left side. ---------- 3½ 525½

About two miles from this place, are the celebrated springs, called *Big Bone Licks*. The waters are strongly impregnated with salts; and send up a vapor of sulphuretted hydrogen gas. It is at this place where the huge organic remains of the mammoth have been dug up in large quantities; and it was here, where, according to the tradition of the Delaware Indians, as related by Mr. Jefferson, such herds of them came as to destroy the game of the red men, until the Great Spirit took pity upon their condition, and seizing his lightning, descended to a rock on a neighboring hill,—where his seat and the print of his feet are still to be seen,—and hurled his bolts among them, until all were slain, except the big bull, who presented his forehead to the shafts, and shook them off as they fell; missing one at last, it wounded him in his side: whereupon, springing round, he bounded over the Ohio, the Wabash,

the Illinois, and finally over the great lakes, where he is still living. They represent him as having been active, agile, and carnivorous. But the Shawnees, in the neighborhood of St. Mary's, where their remains are also found, represent this extinct animal to have been very clumsy and slow of motion, never moving except in quest of food; that he sought no less objects of food than the trees of the forest; that they were particularly fond of soft wood, such as the lynn, which they sometimes used to devour, trunks and all, that he was a dirty, mouse color, had small eyes, large pendant ears, and looked very much like a hog. An English traveler, who called his name Thomas Ashe, and who carried off to England several waggon loads of the bones, dug out of this Lick, gives it as his opinion, that the animal was of the lion kind, called *megalonyx*, or great lyon. He says that "his shoulder blade was of the size of a breakfast table; that he was sixty feet in length, and twenty-five feet in height; that his figure was magnificent; his looks determined; his gait stately; and his voice tremendous." To whatever species the animal may have belonged, in no place have his bones been found in such quantities as at these springs.

There is a large high bar in the middle, opposite Big Bone. Channel to the left; but be careful of a hard rocky break on the left, just below the mouth. Keep a little to the right, round the left hand point, below Big Bone bar, then one-third from the left shore, until within a mile and a half of Fredericksburgh.

Directions for Map No. 12.—Ohio River.

WARSAW, on the left.	11	536½

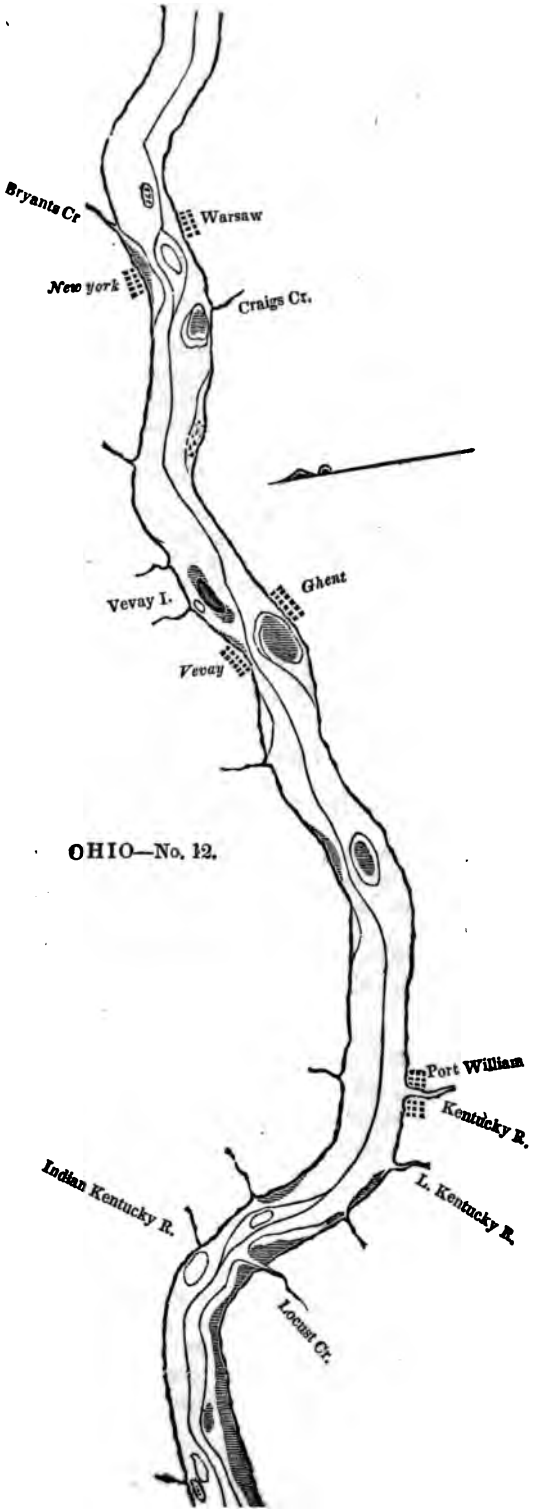
About a mile above Warsaw, is a small rock bar on the right. Channel within 200 yards of the left hand shore. Run down the shore three quarters of a mile, then wear into the middle of the river.

Nine Mile, or Vevay Island.	8	544½

Channel to the left. After passing the island, incline towards the right shore.

VEVAY, right side.	2	546½

This town, the seat of justice for Switzerland county, is situated on the Indiana shore, 70 miles below Cincinnati. It contains above 100 houses, 1000 inhabitants, a court house, an academy, a printing office, and a number of stores. This interesting town was settled in 1804, by a number of Swiss families, to whom Congress made a favorable grant of land, for the purpose of commencing the cultivation of the grape. The colony soon received a considerable addition to their numbers, from the mountains of Switzerland; and, in remembrance of their native country, they called their town Vevay. They immediately made experiments upon a large scale, in the cultivation of the grape. This cultivation has been carried on until the present time. The only wine grape which has been found to succeed well, is called the *Cape Grape*, from which a


Bryants Cr
Warsaw
New york
Craigs Cr.
Vevay I.
Ghent
Vevay
Port William
Kentucky R.
Indian Kentucky R.
L. Kentucky R.
Locust Cr.

OHIO—No. 12.

considerable quantity of a wine, somewhat resembling claret, is annually made. The inhabitants are simple, amiable, and industrious, and happily unite the gaiety of the French with the industry of the Germans.

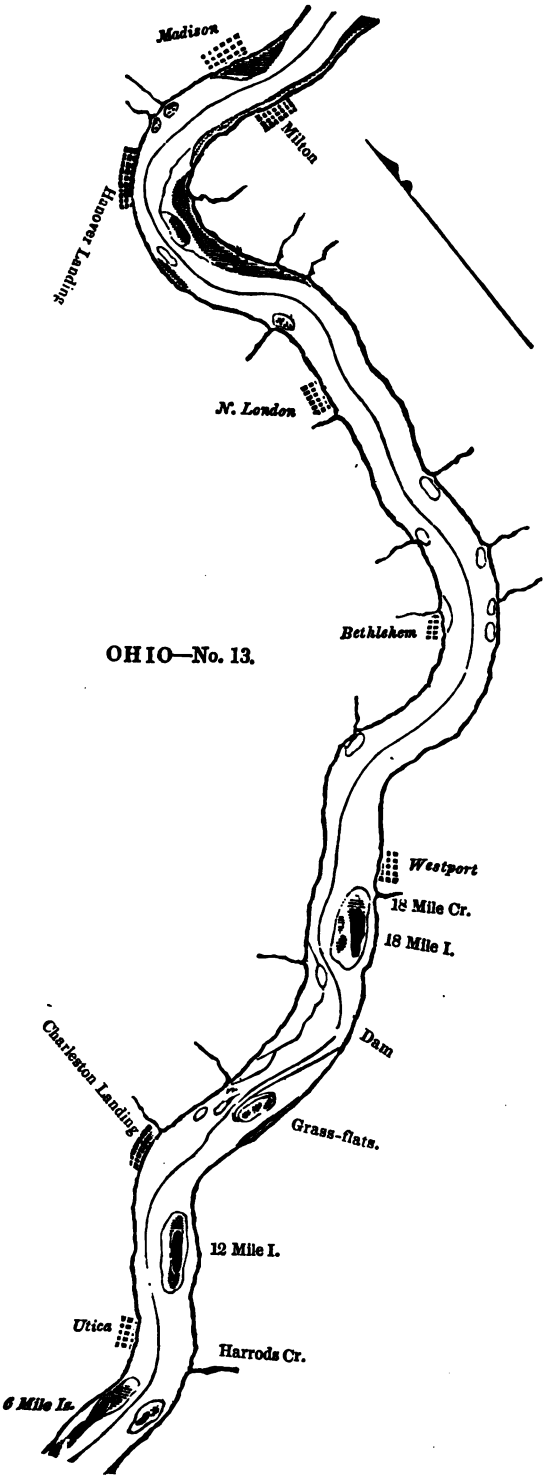
Opposite to Vevay, is a very large sand bar, which throws the channel very close to the right shore, opposite to the town. Be careful of a small bar on the right, just above the town. When you have passed the town, incline out to the middle of the river. There is a bar in the middle of the river, three and a half miles below Vevay. Channel to the right.

Kentucky River, left side. ---------- 8 554½

This beautiful river rises in the Cumberland mountains, and interlocks with the head waters of the Licking and the Cumberland rivers. Its length is about two hundred miles. It is navigable for flat boats and small craft a hundred and fifty miles, as high as Frankfort. With the funds from the treasury, the Government of the State of Kentucky have improved this river, by locks and dams, from its junction with the Ohio to Frankfort, so that navigation is quite certain in all seasons of the year, for steamers of 150 tons burthen, of which class there is daily packets between Frankfort and Louisville, and one or two running regular between Frankfort and Cincinnati; immense quantities of Tobacco, Bagging, Bale-rope, &c., is brought out of the Kentucky river, by these packets, and reshipped at Louisville, to the Southern markets. For a great part of its course it flows in a deep channel, cut out of perpendicular banks of Limestone. 'Nothing,' says Mr. Flint, in his Geography, 'can be more singular than the sensation arising from floating down this stream, and looking up this high parapet at the sun and the sky from the dark chasm, down which the waters float the boat.' Stone coal is found in its banks, in several places, and a species of marble, which receives a fine polish. Carrolton is situated at its mouth, where it is one hundred and sixty yards wide.

FRANKFORT, the seat of government for the state, is situated on the east bank, sixty miles above its mouth. It stands in a deep bottom, or valley, surrounded by precipitous hills. It is compactly built, and most of the houses are spacious, and display much taste. It is not as large as Lexington, but receives importance from being the political metropolis of the state. The public buildings are a state house, a court house, a penitentiary, a state bank, an academy, jail, market house, and three houses of public worship. A chain bridge across the Kentucky, connects the town with the beautiful country on the west bank. It contains about 400 houses, and 4,000 inhabitants, and is twenty-four miles from Lexington.

Little Kentucky, left side, three quarters of a mile below. About four and a half miles below Kentucky river, is a large bar on the left, at the mouth of Locust creek. Channel very near the right shore, round this bar; and when nearly up with Indian Kentucky, right side, keep out to the middle of the river, round its bar, then incline towards the right shore again. Keep near the right shore for three miles and three quarters, when you will be three miles and one quarter above Madison, and three quarters of a mile above a small run on the right; here you must steer quick out to the middle of the river, to avoid a hard gravel bar on the right, above the run, called Marecis bar.


Madison
Milton
Hanover Landing
N. London
Bethlehem
Westport
18 Mile Cr.
18 Mile I.
Dam
Charleston Landing
Grass-flats.
12 Mile I.
Utica
Harrods Cr.
6 Mile Is.

OHIO—No. 13.

Directions for Map No. 13.—Ohio River.		
MADISON, on the right,	12	566½
On the right hand shore about 90 miles below Cincinnati, and 50 miles above Louisville. It contains about 750 houses and 5,000 inhabitants		
Cooper's bar is five miles below Madison on the left hand shore, channel to the right; keep one third of the river on your right until past the bar which is a mile below, then into the middle of the river to New London, five miles below Cooper's bar.		
Cooper's Ferry, left side.	5	571½
NEW LONDON, right side.	5	576½
Keep down the middle of the river about seven miles, then wear in to the left hand shore and keep a little more than half the river on your right to avoid a bar on the right just above Bethlehem, which is ten miles below New London.		
BETHLEHEM, right side.	8	584½
WEST PORT, left side.	6	590½
Six miles below Bethlehem. From Bethlehem, keep the middle of the river until you come opposite West Port on the left hand shore, then wear in to the right, within one third of the shore, keeping two thirds of the river on your left, until you come nearly opposite the foot of eighteen mile island, then wear quartering across to within one third of the left shore to the mouth of a small run on the left, to avoid a bar on the right below the foot of the island, then into middle of the river.		
HARK LINNEN, right side.		
Mouth of Bull creek on the right. At the mouth of Bull creek is Hark Linnen, wear in within one third of the right hand shore and keep down about a mile and a half, then wear in close to the right and keep within 50 yards of the shore. About a mile and a half below Hark Linnen is grass flats, channel at either side, but the best channel to the right at low water. Now keep the middle of the river until you come near the head of Twelve Mile island, then wear in within one third of the shore, between the island and the shore, until past the island.		
Twelve Mile Island.	11	601½
After passing Twelve Mile island keep down the middle of the river until you come to Utica on the right, then down the middle between the two Six Mile islands.		
Six Mile Islands.	7	608½
Channel between them. Keep well to the left, passing the bar at the head of the large island, on the right, then incline to the right.		

Tiger's bar about one and a half miles above Louisville. Keep to the right of it; when you reach the foot of the bar, run quartering into the mouth of Bear Grass.

Directions for Map No. 14.—Ohio River.

JEFFERSONVILLE, right side.	6	614¼

This town is situated just above the falls, in Clark county. Good pilots for the falls reside here, and there is a pretty good landing at the upper end of the town. It commands a fine prospect of the surrounding country, including a view of the falls. It has a land office, a printing office, and a number of stores, and contains about 1000 inhabitants.

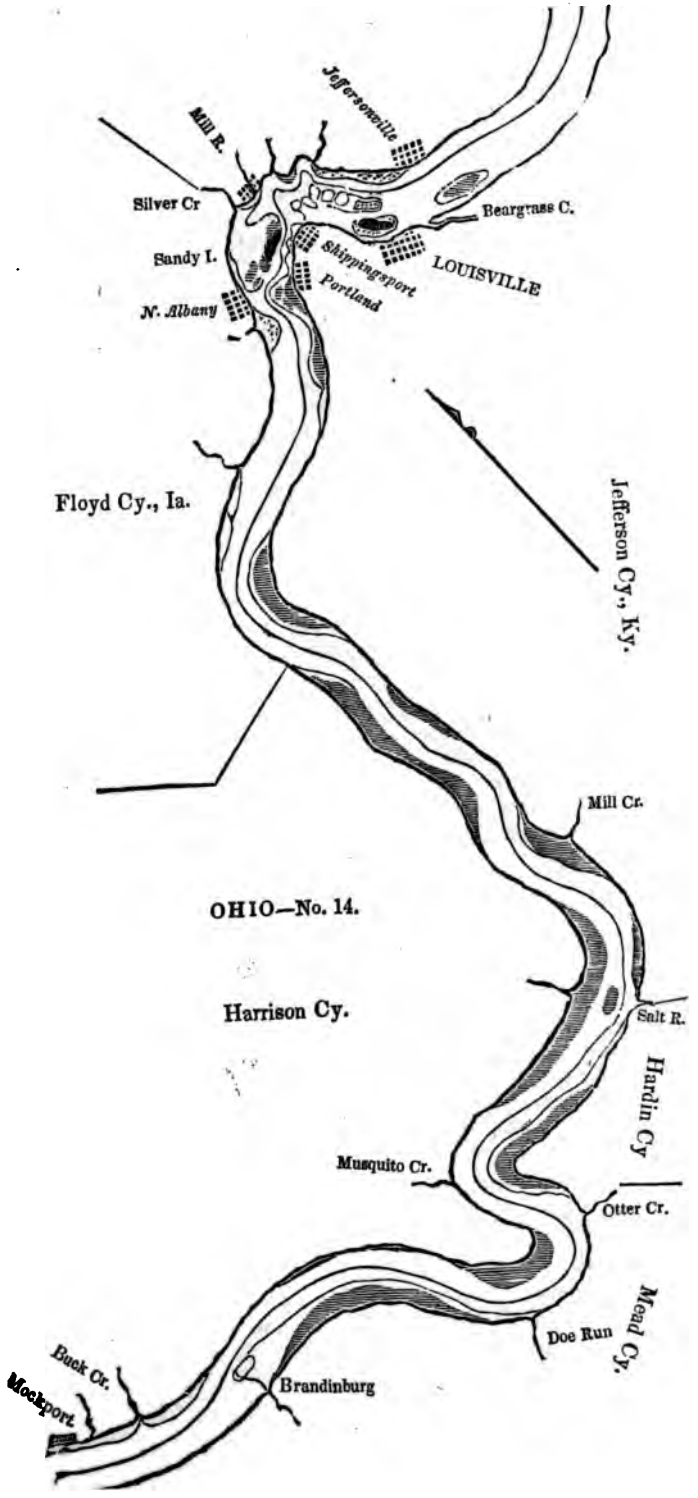
There is a large bar on the left, opposite to Jeffersonville. If you intend landing at Beargrass, incline over to the left, from the upper part of Jeffersonville, and land opposite Gray's warehouse, just below the mouth of the creek.

LOUISVILLE, on the left.	1	615¼

This town is situated just below the mouth of Beargrass creek, and a few yards above the falls. It stands on a spacious, sloping plain; and three principal streets run parallel with the river. Main street is nearly a mile long, and is very compactly built. The town contains probably about 4000 houses, and 30,000 inhabitants. In a commercial point of view, it is far the most important town in the state of Kentucky. The mouth of Beargrass affords an excellent harbor for the steam boats, and river craft. It is the seat of justice for Jefferson county, which is one of the most fertile and best settled in the state. The town was formerly reputed unhealthy; and was subject, in the summer and autumn, to the endemic diseases of the country, owing to the stagnant waters in the neighborhood. The ponds and marshes have been drained, and the health of the town has, in consequence, improved, and is now nearly as healthy as any town on the river.

The falls may be seen from the town, and exhibit a romantic appearance. The river is divided by a fine island, which adds to the beauty of the scene. In high stages of water, the falls almost entirely disappear; but when the water is low, the whole width of the river, which is here nearly a mile wide, has the appearance of a great many broken rivers of foam, making their way over the falls.

A canal connects Louisville with Shippingport; the intention was to remove the barrier to navigation, created by the falls. This canal is a work of stupendous labor. It is two miles in length, in some places forty feet deep, and of sufficient width to pass small steam boats. The greatest part of this distance is cut out of solid rock. It affords an immense water power for the mill seats below its locks. It belongs to an incorporated company, the General Government owning near one half the stock; a stupendous monopoly, in which the Generni Government takes a hand. I will merely remark, that the Louisville and Portland Canal is the greatest obstruction to navigation and commerce that now exists on the western waters; it is a perfect nuisance.


Jeffersonville
Mill R.
Silver Cr
Beargrass C.
Sandy I.
Shippingsport
LOUISVILLE
Portland
N. Albany
Floyd Cy., Ia.
Jefferson Cy., Ky.
Mill Cr.
OHIO—No. 14.
Harrison Cy.
Salt R.
Hardin Cy
Musquito Cr.
Otter Cr.
Mead Cy.
Doe Run
Buck Cr.
Brandinburg
Mockport

SHIPPINGPORT, left side.---------- 2 617½

Shippingport, Kentucky side, is at the foot of the falls, a small town, fast going to decay. The locks and foot of the canal, is the dividing line between this place and upper Portland.

Sandy Island.

Sandy island, head nearly opposite the foot of the canal, Shippingport, channel to the left, and close to the head of it, or under the foot of the bar connected with the head of it. On going out of the canal with a flat boat, you must pull hard over for the island, to avoid the ledge of rocks that makes from the left shore towards the head of the island, then keep close to the island all the way down, if you want to run to the right of Portland bar. If you wish to go to the left of it pull over from the island a little above the foot of it, say from the false point on the island.

PORTLAND, left side.

Opposite Portland is a middle bar; if you run to the right of it, keep close to the foot of the island, then wear gradually over towards New Albany. This channel was deepest in the summer of 1839. If you take the left of this bar, keep down the Portland shore about 300 yards below the wharf, then pull over towards New Albany, nearly square, until you reach the middle of the river, then bear in towards the lower end of the town. When opposite the lower part of the town steer to the left, to keep from running on the rocks lying at the mouth of Falling run which puts in at the upper end of the bar a little below New Albany.

NEW ALBANY, right side,----------

Containing about 1000 houses and 6,000 inhabitants. Two miles below N. Albany, will be seen in low water, a bar on the left, which will drive you over to the right, above a white house, on the Indiana side, you must keep the right shore until you get near Yellow Wilson's, or a large brick house that formerly belonged to him, then incline to the left, and keep down until opposite the left hand point, called Hughes's bar. Then if you run the lower channel, make a long crossing for a clearing with a white house on the right side. If the upper channel is taken, run square in for a cluster of trees about 250 yards above the house, then keep nearest to the right hand shore until you reach the point below on the right.

Knob Creek, right side.---------- 7½ 625

When you reach the point below Knob creek, steer over towards the upper house in the head of a short bend on the left, run the bend and then wear over into the right hand bend; after you run that out, cross over between two bars to the bend above Salt river. Keep down this until within half a mile of Salt river; now pull out one third of the Ohio from the left shore, keep that distance out until opposite a frame

FALLS OF OHIO.

house on the left, then pull in for the point on the upper side of the mouth of Salt river. When in the channel of this last river, pull square out to keep off the bank below.

Salt River and West Point on the lower side of its mouth.	12	637

Keep down the left shore below Salt river about a mile and a quarter, but look out for the logs that are here under the water, until you reach a false point on the left, then cross over for a house at the mouth of a run, which puts in a little below the foot of a high hill on the right, run down the right shore past Musqueto creek, still keeping near the shore until you reach the point on the right opposite Otter creek, then run out to the middle of the river.

Otter Creek, left side.	8	645

Keep near the middle of the river in this bend, past Rockhaven on the left, until you are opposite the foot of the hill, on the left, then keep near the left shore down to the point, then wear gradually over towards the right shore, a little above the Tobacco landing; now keep one third of the river on your right until you are nearly down to the foot of the bend; when opposite the lower end of the hill on the right, wear towards the right hand point; when opposite the town, go over into the left hand bend, a little above an old stone mill, here is Bradenburg bar.

BRANDENBURGH, left side.	10	655

This is a pleasant little town, built on the side and top of a high hill. Considerable business is done here in exporting tobacco, pork, &c. for the southern markets.

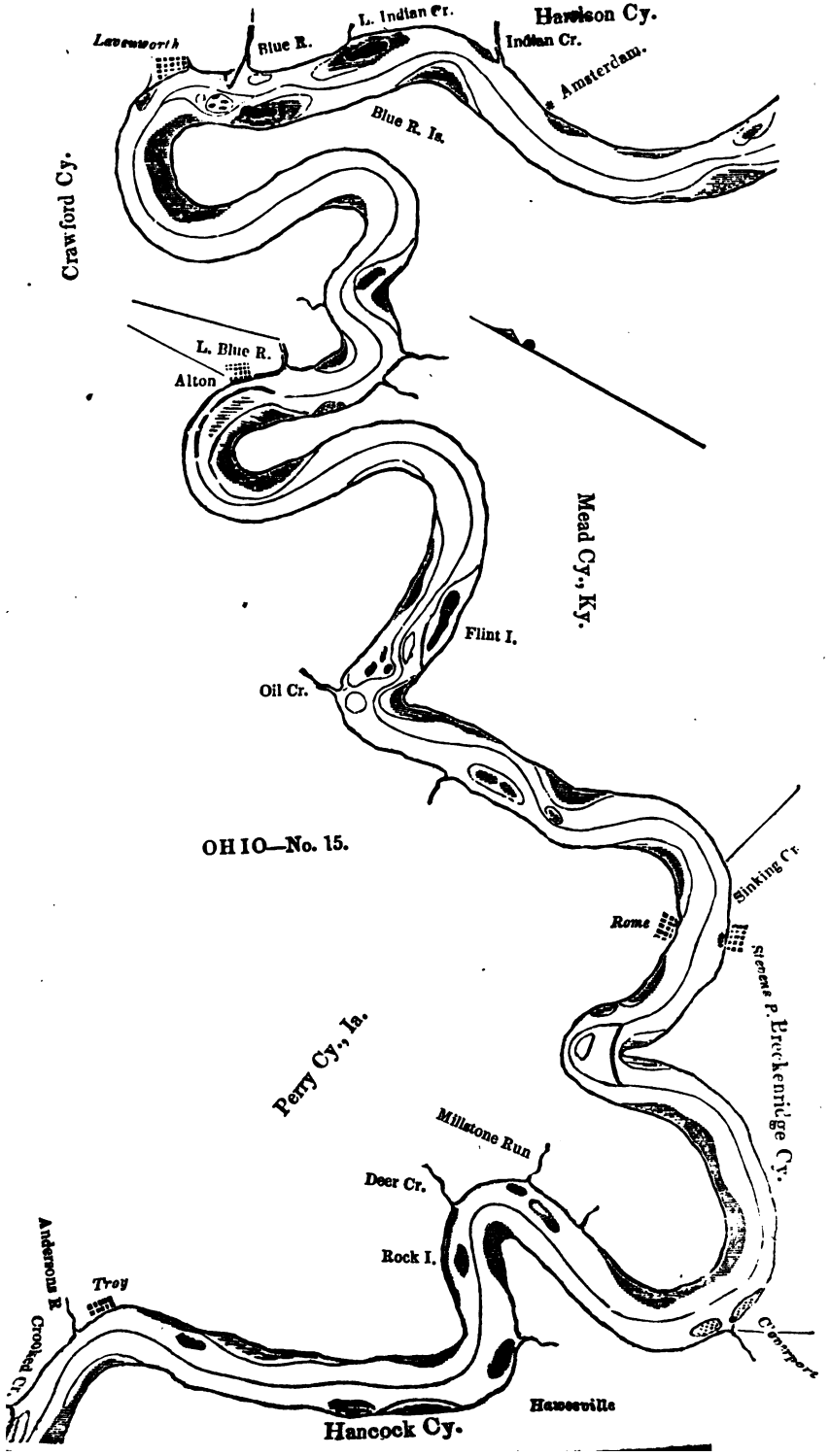
When you leave the town, keep the middle of the river till you pass Buck creek and are opposite a little town called Mock Port.

MOCK PORT, right side.	3	658

Then wear over towards the left shore. Keep down the left shore below the gravel bank, then leave the point gradually until you are opposite a high rock on the right, at the upper side of the hollow, then run square in to the mouth of the run, at a hewed log house on the right; now keep down the shore on the point nearly a mile; you must then cross over to the left hand bend against a high hill.

NORTH HAMPTON, right side.	7	665

You must still keep the left hand shore passing this town and Amsterdam, on the same side about a mile above Indian creek.


Harrison Cy.
L. Indian Cr.
Indian Cr.
Blue R.
Leavenworth
Amsterdam
Blue R. Is.
Crawford Cy.
L. Blue R.
Alton
Mead Cy., Ky.
Flint I.
Oil Cr.
OHIO—No. 15.
Sinking Cr.
Rome
Perry Cy., Ia.
Breckenridge Cy.
Millstone Run
Deer Cr.
Rock I.
Anderson R.
Troy
Cloverport
Hawesville
Hancock Cy.

Directions for Map No. 15.—Ohio River.

AMSTERDAM, right side.	2½	662½
Indian Creek, right side.	1	663½

When you reach the left hand point below Amsterdam, keep into the middle of the river until entirely round it, and here you are opposite the head of the upper

Blue River Island.	4	667½

This island lies close in the right hand bend, the channel to the left. Keep within 100 yards of the left shore, opposite the island, until against a false point on the left, and nearly down to the lower end of the island, then incline over to the right and tolerably close to the bar which extends from the foot of the island. Now keep straight down until you are about 300 yards below the foot of the upper island, then incline to the left, as if you were going to the left of the lower island, until within 200 yards of the bar making up from the head of it, then turn and run square in to the rock shore on the right, (this is for a very low stage of water, say three feet,) when the river is three or four feet higher it will not be necessary to go so close to the head of the lower island, which lies in the middle of the river, and nearly a mile below the foot of the upper one. Channel to the right, of course.

Blue River, right side.	2¼	669¾

A rocky bar puts out from the mouth of this river: to avoid which, you must keep close to the foot of the island immediately opposite. On leaving the above island, you will find two channels; one tolerably square in to the right shore, under the before mentioned rock bar—this is usually the best; but in running it with a flat boat, you must hug the rock bar and pull hard to keep off the sand bar immediately below on the left. If you take the left channel, keep close round the foot of the island and in to the left shore.

LEAVENWORTH, right side.	¾	670½

A small town. Keep nearest to the bend shore on the right, the whole length of it. This is a long bend. About the middle of it, or four and a half miles below Leavenworth is a small town on the top of a very high hill on the right. This is Fredonia. When you get to the right hand point, cross in to the left hand bend, middling high up, run the left hand bend out, and cross in to the right of a middle bar. If there is a foot or two of water to spare in the channel, you can go to the left of this bar. This is *Peckinpaw's* bar. The channel runs close in shore below the lower house which is just above the hill, and little below a small gut, or run; run the bend out, and you will come to a short turn of the river to the right. When you get around the point, you will come to

ALTON, right side.

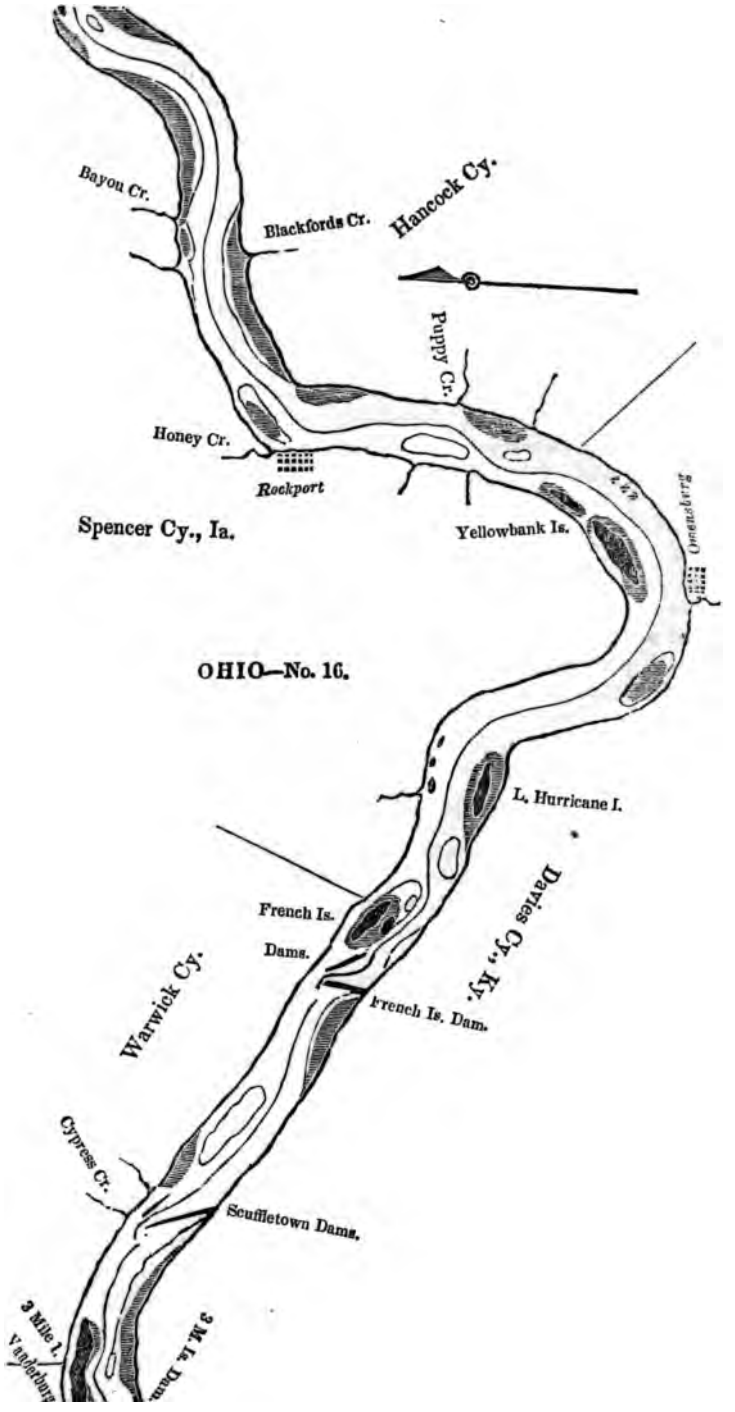
Alton, is a new town, containing 9 families, and respectable looking *houses, at the mouth* of Little Blue River, lower side.

Little Blue River, right side.	18	688½
Immediately below the mouth of the river, keep close in to the right shore to avoid a middle bar. Now keep nearest to the right or bend shore, until you come to the point below the rocks on the right, then incline over into the left hand bend, in which lies Flint island, about five and a half miles from its head.		
Flint Island, channel right side.	12	700½
Pass the head of this island (which is well in the left hand bend) in about the middle of the river. If you run the middle channel, keep the middle of the river, past the foot of the island, near half a mile, then incline in to the left hand point, under the foot of the middle bar. If you run the left hand channel, run square in for the foot of the island, under the reef of a bar, projecting out from the foot of the island; but in very low water, the best plan is to sound both these channels before you run through with your boat, for sometimes the middle, at other times the foot of the island has the water. As soon as you get through Flint island bars, you have the Oil creek bars in sight; now leave the left hand point just mentioned, incline gradually to the right, and when you are opposite the foot of a clearing on the right, within 250 yards of the right shore, pull back to the left hand point, opposite the mouth of Oil creek. When around the point, you come into a reach; keep the middle about two miles, then incline in to the left, by the mouth of a small creek, keep down the shore to the left hand point, then go gradually over to the hollow, above the right hand point, come in to the right shore just above where the hill comes in to the river at a small run, then go to the middle of the river, keep it until you come around to		
Sinking Creek, left side.	10	710½
Stephensport, at the mouth of Sinking, Rome, opposite the mouth of Sinking. Four and a half miles below, or opposite the first left hand point is Holt's bar, best channel in the right hand bend, run down near to the point on the right, cross over into the left hand bend, run it down to a false point on the left, then wear out to the middle of the river, opposite the mouth of		
CLOVER PORT, left side.	11	721½
When you come to the point on the right below Clover, incline over into the left hand bend, run it out. Opposite the first left hand point there is a bar, channel to the right of it, in the bend close, until past the bar, then the middle of the river past Deer creek		
Rock Island, right side,	8	729½
Which is a bunch of rocks close in the right hand bend, half a mile below Deer creek. When you get to the point on the right, below Rock island, or a little under the upper extremity of it, below a rock standing in the water, cross over into the left hand bend, a little below the foot of a bar, on the left in the head of said bend, keep near the left shore until you come opposite		

HAWSVILLE, left side, Cannelton coal banks on the right.	6	735½
Hancock county seat, then keep down, inclining a little to the right, run pretty square in to the right shore, one and a half miles below Hawsville, at a rock in the river, edging on the bank, you then leave the right gradually, until you get within 200 yards of the left, then incline to the right a little, until you get near the middle, then you come in to the left shore, at a bunch of trees, between two houses, and about half a mile above the left hand point; when you get to the point, go over towards Troy.		
TROY, right side,	6	741½
Anderson's River, Maxville a small village, lower side of its mouth.	1	742½
When you get to the first right hand point (or rather false point) below Anderson's river, you are at the head of Anderson's bar, you must wear in within 250 yards of the right shore, about a mile and a half below the above mentioned point, keep within that distance until you get opposite a bunch of trees on the right, near two little cabins, about a quarter of a mile above the point on the right, then go in to the right shore; leave that shore at the point go gradually over into the left hand bend, at the upper house of Lewisport, run that bend out, and cross into a long right hand bend; keep down in the right hand bend until you get within a mile and a quarter of the lower left hand point, or within two miles of Rock Port, then make off for the left hand point, then leave the left hand point, and go over towards Rock Port.		

Directions for Map No. 16.—Ohio River.

ROCK PORT, right side.	18	760½
On top of the rock Lady Washington. When you pass Rock Port, incline towards the left shore until you get to a false point on the left, then cross over to the right, above the head of Yellow Bank islands. The first island lies close in shore, at the right hand point, when you are opposite its head, incline over to the left shore, then in to the middle of the river, down past the head of the second island, (which lies immediately below the foot of the upper island,) then in to the left shore below the steam mill on the left bank; you must keep the middle of the river above the mill to avoid rocks that put off from the left shore.		
OWENSBOROUGH, left side.	9	769½
This is the seat of justice of Davies county. On leaving Owensborough you run off for the right hand point to avoid a bar in the bend just below the town; when you pass the point, go over towards the coal banks on the left, then wear off for the middle opposite the head of		
Little Hurricane Island, left side.	4	773½
Channel to the right and within 150 yards of the right shore from the white house (below the head of the island on the opposite side) until		


Bayou Cr.
Blackfords Cr.
Hancock Cy.
Puppy Cr.
Honey Cr.
Rockport
Spencer Cy., Ia.
Yellowbank Is.
Owensboro
OHIO—No. 16.
L. Hurricane I.
Davies Cy., Ky.
French Is.
Dams.
French Is. Dam.
Warwick Cy.
Cypress Cr.
Scuffletown Dams.
3 Mile I.
3 Mile Dam

you get one mile below the foot, keeping away from a point of slate rocks shelving out from the bank. When you are about a mile below these rocks you will see some coal banks on your right, under the highest tree that you can see, when opposite to it, go over to the left shore at the foot of a small clearing, keep down the left shore near three quarters of a mile, then go out towards the island.

French Islands. 5 778½

Channel to the left of both. The large one lies near the right shore; the small one lies opposite the large one, in the middle of the river; when you are at the foot of the small island, go in near the left shore, keep down that shore about three quarters of a mile, then let go your mud hook. Take a skiff and go and sound between these dams at the foot of French islands. Here you have a rock dam putting off from the left shore quartering down and near two thirds across the river. Another dam runs on your right from the foot of the island down within 200 yards of the point on the left hand dam; the channel is between them, but you had better sound it before you run it with the boat; when you get through these dams, keep nearest the right shore until you come up with the false right hand point, about a mile and a half below the dam, then make a long crossing to the left (past the break of an old flat boat under water, in the middle of the river) in to the lower end of a wood of tall, straight trees on the left shore, then make out pretty well into the river, say 200 yards from the left shore, keep that distance off for near a mile, then go in to the left near the point.

SCUFFLETOWN Bars and Dams, ... 10 788½

Are close ahead, about 300 yards. Here is a rock dam putting off from the left shore, quartering down and across towards the lower end of a rock bluff, on the bank of the river, on the lower side of the mouth of

Cypress Creek, right side.

There is another dam on your right, commencing some distance up on the right hand bar, and running down within 200 yards of the point of the left hand dam, forming a sort of funnel,—channel nearest to the left dam, and when you get past it, go in to shore at the foot of the rocks.

NEW BURGH, right side. 3 791½

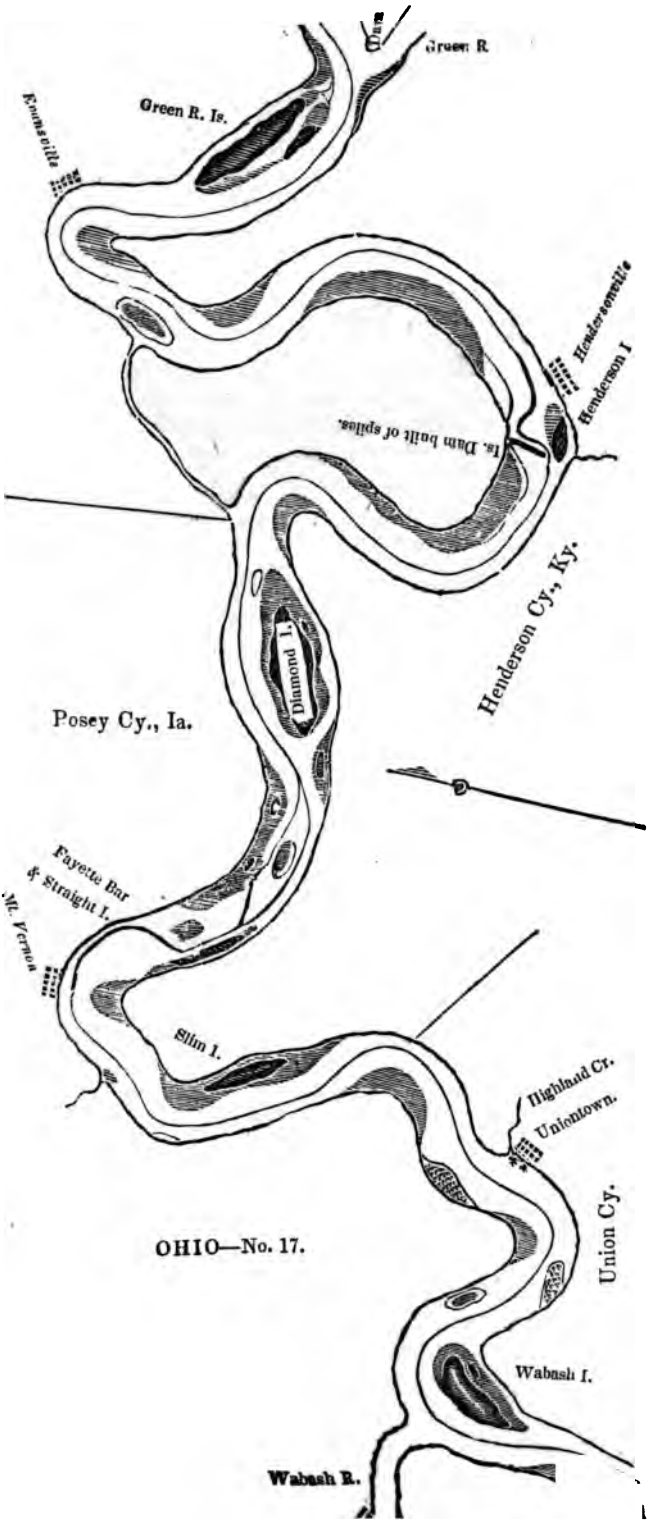
Three Mile island lies in the right hand bend close in shore, the head of it half a mile below Sprinklesburgh; channel to the left of it; when you are half a mile past the head of the island, you will see a false point on your right; keep 250 yards off from the right shore, until you get about 300 yards below said point, then go in to the right shore and you will see a notch in the timber or top of the trees opposite where

you turn to go in; keep down the shore until you get to the foot of the island, then wear off to the left towards		
Three Mile Island Dam.	4½	796
The dam commences on the left shore, nearly a mile below the island. It runs quartering down and across within 200 yards of the right shore, a very small distance above Lane's wood yard. The best water (1835—6) was through the gap or breach in the dam about 150 yards from the left shore. Go through this breach in the dam and turn short to the right—keeping pretty close under it, until you get over to the right-shore.		

Directions for Map No. 17.—Ohio River.

Green River.

This river takes its rise from the Big and Little Barrons, in a rich part of Kentucky, and like Kentucky river, is improved by slack water navigation, so that steam packets run regular as high up as Bowlingreen, bringing out large quantities of Tobacco, Corn and other products for the southern markets. Channel near the opposite shore. At a middling stage of water keep well to the right to avoid the rocks below its mouth.	2	798
Green River Islands, (channel to the left.)		
In sight of Green river below. The large one is hardly visible; the chute to the left is nearly grown over with timber. The other lies in the middle of the river along side of the large one, and about a mile below its head. In low water you must run the point of the bar that makes up from the head of the island in the middle of the river, middling close to avoid a shore bar on the left, then keep down the left hand bend until near the point opposite Evansville, then keep near the middle until opposite the head of dry bar under the point on the left, then go in towards it, then turn and go over towards the steam mill, below the town.		
EVANSVILLE, right side.	8½	806½
Pigeon Creek, right side.	1	807½
When one an a half miles below Pigeon, at the point and rocks on the right, go over to the left, keep down near the left shore to the point on the left; then go into the middle of the river, keep it around the point and bear on the left to avoid some rocks and logs in the bend on the right, under water. When up with the right hand point make a long crossing to within 200 yards of the left shore opposite a house on your left and big bar on your right, then straighten down; don't go near the shore until you get 300 yards further down, then keep nearest that shore until you get to		
HENDERSONVILLE, left side.	10	817½
Henderson, or Red Bank Island.	3½	821
Channel to the right, you keep down in the middle of the river until		


Green R.
Green R. Is.
Evansville
Henderson I
Ia. Dam built of spiles.
Henderson Cy., Ky.
Diamond I.
Posey Cy., Ia.
Fayette Bar
& Straight I.
Mt. Vernon
Slim I.
Highland Cr.
Uniontown.
Union Cy.
Wabash I.
Wabash R.

OHIO—No. 17.

you are nearly a mile above the island; then wear in to the right until within 150 yards of the shore, then wear off slowly to the left until you are near the middle, and within 100 yards of the wooden dam that runs from the right shore quartering down towards the foot of the island, then make square in for the island about 200 yards above its foot, keep within 100 yards of this the big left hand bend to its foot if you choose, then wear off into the right hand bend, don't run it quite so close, and when you are at the point on the right, keep near the right shore around it and close in opposite the head of

Diamond Island, West Franklin, right side. — 11 — 832

This is a large island in the middle of the river. The channel is to the right of it and near the main shore from the head to the foot, you then make quite a long crossing into the left hand bend below, keep close in this bend for about one mile to a false point on the left, then make a long crossing, so that you will be within two hundred yards of the shore bar on your right, then turn gradually off, to the left and ware in to the Island just above its foot; this island is called Straight Island, it lays close in to the left shore and just above the left hand point above Mount Vernon. Keep down the left shore two hundred and fifty yards, below its foot, then cross over in to the right-shore at the lower end of the timber or upper end of the clearing of Mt. Vernon.

MOUNT VERNON, right side. ---------- 12 — 844

When a little past the town wear off the left to avoid rocks in the bend. When within a mile and a quarter of the head of Slim island, go in to the right shore along side of a little point of rocks shelving in to the edge of the water and keep this shore down close.

Slim Island, ---------- 3 — 847

Lies nearest the left hand shore at the point below Mount Vernon, channel to the right and close to the main shore from the head, until you get to the point on the right, 1½ miles below its foot, then you go over to the left hand, or Mississippi bend, run it out, and keep pretty close to the left hand point at the foot of it to keep off the rocks in the bend on the right. Below this point 1½ miles is the mouth of

Highland Creek, left side. ---------- 12 — 859

A village has sprung up below the mouth of Highland and near it, within the last 2 or 3 years of considerable note; it is called UNION TOWN Keep in the middle of the river for near 2 miles below this creek; then go over to the right shore or near to it under the point on the right, and opposite the rocks that make in to the middle of the river from the left, then make a long crossing towards the left hand point above

Wabash Island. ---------- 3½ — 862½

Channel right side near the right shore from just below the head until you get to the mouth of Wabash. This is a large island and lies near the middle of the river. About two-thirds down this island, comes in

Wabash River, on the right..... 2½ 865

This beautiful river takes its rise in the north-western part of the state of Ohio, and passing in a south-western direction through the state of Indiana, bends to the south, and forms the boundary between the state of Indiana and Illinois. It is navigable for the common river craft about four hundred miles; and has been ascended by steam boats to Terre Haute and Lafayette. It receives, in its course, the waters of many respectable tributaries, among the most important of which is White river, which passes through the state, from east to west, and waters a great extent of fertile and well settled country. Perhaps no river in the world, of its magnitude, drains a more extensive and fertile country than the Wabash and its tributaries. It forms the heart of the states of Indiana; and most of this great body of land has already been purchased, and taken up by actual settlers. It is contemplated to connect the waters of these streams with Lake Erie, by means of a canal; the route of which has already been projected, and surveyed by the legislature of that state, and some incipient measures taken, preparatory to carrying the work into execution.

Vincennes is situated on the east bank of the Wabash, one hundred and fifty miles above its mouth. This place, after Kaskaskia, is the oldest settled place in the western world. It was settled by the French, in 1735. It is contiguous to a large and beautiful prairie, five thousand acres of which are cultivated as a common field, after the ancient French custom. It was for a long time the seat of the territorial government, and still has more trade than any other place in the state. The site of the town is level, and laid off with much taste. The houses have extensive gardens back of them, filled, after the French fashion, with crowded fruit trees. It has, of late, rapidly improved, and contains between three and four hundred houses.

New Harmony, fifty-four miles below Vincennes, is also situated on the east bank of this river, and is sixteen miles from the nearest point of the Ohio, though about one hundred miles from the mouth of the Wabash, following the meanders of the river. It is surrounded by a fine, rich, and heavily timbered country, interspersed with small, rich, prairies. Its situation is high, healthy, and well chosen. It was first settled in 1814, by a religious sect of Germans, called Harmonites, under the guidance and control of George Rapp, in whose name all the lands and property were held. They soon erected about one hundred large and substantial buildings. They laid their lands off with the most perfect regularity, and were wonderfully successful in converting a wilderness into a finely cultivated plantation, in a short time. They had even the luxury of a botanic garden, and a green house. Their great house of assemblage with its wings and appendages, was nearly one hundred feet square. There they continued to live and labor in common, until the year 1824, when the celebrated Robert Owen, of New Lanark, in Scotland, came and purchased out the entire possession of the Harmonites, at the sum of one hundred and ninety thousand dollars, for the purpose of establishing a community upon the plan of his 'social system,' and corresponding with his 'new views of society.' He was joined by two of his sons, and by Mr. M'Clure, a

wealthy man from Scotland: and in a short time his new community swelled to above seven hundred persons. But discord soon arose among its members, and one after another left the community, until the 'social system' was at length abandoned.

Pass the mouth of Wabash wearing gradually in towards the Island, and when 300 yards below the mouth cross back to the right shore at the ware house. Keep down said shore to the point on the right, then cross over to the foot of the Island—keep down close to the mouth of the shute, on the left, and within 150 yards of the left shore, half a mile below the foot of Wabash Island, then ware gradually out to the middle, and keep the middle of the river down past Brown's Island (which is on your right) till you are below the lower houses at Raleigh, then cross in to the left shore at a bunch of high timber 5 or 600 yards below the village landing; keep down this shore near one mile to the second false point on the left, then cross over (leaving a small towhead well on your right in the middle of the river,) and in to the right shore near half a mile below the foot of the island, and gradually in to the mouth of a small creek, with a small mill on it; then ware off gradually in to the middle opposite Shawneetown.

Directions for Map No. 18.—*Ohio River.*

SHAWNEETOWN, right side.	9	874

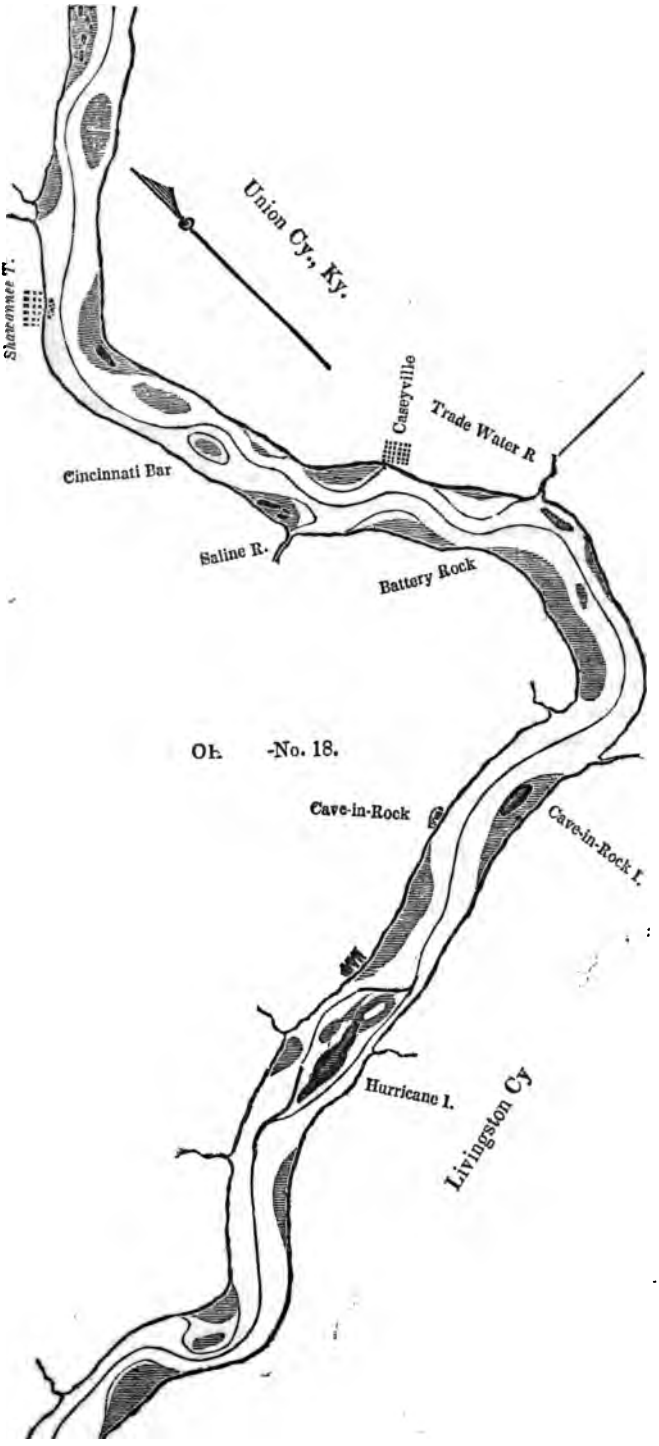
When opposite the rocks that make off from this town 250 yards in to the river ware in towards the Shawnee shore, keep it down until near the middle of the bend; then go out towards the big bar; or else, go close in to the shore to avoid a small middle bar, the outside of it is the widest and probably the best. When up with the small point on the right, cross over to the left shore about half a mile below the small island on the left.

Cincinnati Bar,	6	880

Keep down this shore past the steam saw mill to the extreme point near the head of the dry bar from the shore on the left, then cross out towards the right shore below the mouth of Saline.

Mouth of Saline River,	3	883

When about two miles below the mouth of Saline, go in to the left shore under a flat shone bar, keep close down the shore until within half a mile of Caseyville, when you will find a small shone bar, then leave the left shore and work across the river in towards the opening between two rock bluffs on the right shore, opposite Caseyville. Then ware off gradually in to the middle, and near the head of Trade Water Island (near the left shore opposite the mouth of Trade Water river,) keep within stone-throw of the island until 300 yards below its foot, then cross in to the point on the right. Then ware slowly to the left, and make a long crossing in to the left shore, then keep down the left shore to the point or ferry, then cross in to the right shore opposite the head off.


Union Cy., Ky.
Shawonnee T.
Caseyville
Trade Water R
Cincinnati Bar
Saline R.
Battery Rock
Oh. -No. 18.
Cave-in-Rock
Cave-in-Rock I.
Hurricane I.
Livingston Cy

Cave-in-rock Island.----------	15	898

Now you are along side of Tower rock, and about a mile and a half above is the cave. When opposite the cave ware off to the left gradually until within 200 yards of the left shore, ther. ware in gradually to the rock shore on the right near one and a half miles below the cave. The above manner will avoid a new bar thrown up near the right shore just below the cave-in-rock: when opposite a false point on the right, where is wood sometimes kept, or opposite a small clearing on the peak of the hill, and nearly down to the right hand bar, then cross over to the left shore against or rather under a false point on the left shore about three quarters of a mile above

Hurricane Island.----------	6	904

This is a very large island. There is middling deep water to the left of it, but is too full of logs. Therefore you must go to the right of it; keep down near the left shore until you are nearly to a bunch of trees in an old clearing on the left; then go across the river and you will run close by the head of the island or bar with young timber growing on it that makes up from the head of the main island. The head of said bar or towhead is cutting quite fast and the water is deep along the head where it is cutting. You pass close by this cut bank of the bar and square in to the right shore just above the lower end of the hill on the right, keep down this shore until opposite Elizabethtown, then wear gradually into the middle of the river, then gradually into the right hand bend,—run the right hand bend out and cross in to the left hand bend opposite Irish Jimmy's bar, run this left hand bend out to a rock point on the left; then take the middle of the river for two and a half miles, and you will find yourself between two bars, one in the bend on your right, and one on the point on your left, the channel runs in to the right shore under the foot of the right hand bar, and a quarter of a mile above the false point on the right, or under a cabin on the hill, or at a large rock in the edge of the water, keep near the right shore down past

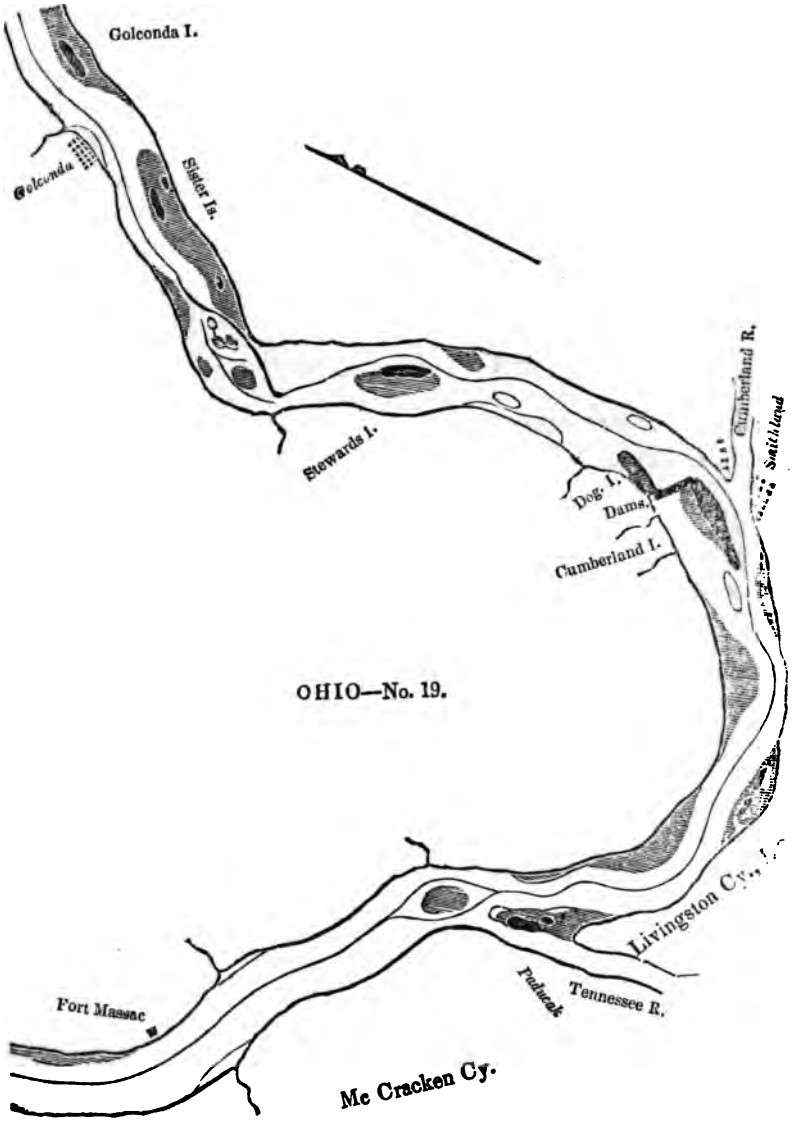
Grand Pierre Creek, right side,----------	18	922

And so on down near the same shore past the head of Golconda, or First Sister Island.

Directions for Map No. 19.—Ohio River.

Golconda, or First Sister Island,----------	3	925

Stands near the middle of the river, channel to the right, and near the


Golconda I.
Golconda
Sister Is.
Stewards I.
Cumberland R.
Smithland
Dog I.
Dams
Cumberland I.
Livingston Cy.
Paducah
Tennessee R.
Fort Massac
Mc Cracken Cy.

OHIO—No. 19.

right shore until opposite the foot, there it is nearest the foot of the island and rather nearest the left shore opposite

GOLCONDA, right side. — 4 — 929

Nearly a mile below the island, is Golconda, the seat of justice for Pope county, Illnois, just below it. There is a good landing immediately below the mouth of the creek, at the upper part of the town; but take care of the rocks near the right shore, just above the creek, There is a low bar on the right, opposite the lower part of the town, which throws the channel out to near the middle of the river, then incline towards the right shore again.

When a little below Golconda ware over a little to the right, but keep rather nearest to the bar on the left above the

Second Sister Island. — 3 — 932

This island lies near the middle of the river, channel to the right of it. When nearly opposite the head of the island go in within 100 yards of the right shore, towards a small clearing and a house standing back from the river a small distance, keep down the right shore to the false point a little above the

Third Sister Island. — 1½ — 933½

This is a small island standing in the middle of the river with a towhead on the left of it. Channel to the right. You begin to leave the right shore at the above mentioned false point, then ware out to the left, as if you were going to the left of the Third Sister; but when you are within 100 yards of the head of said island, turn square in to the right of the island, give the island a good berth, and pass to the right of the rock dam, by going short in to the right shore, above the middle bar, keep down this shore 200 yards, then wear out gradually, near one third of the river, and fall in to the right shore at the rocks.

Stewart's Island, — 5 — 938½

Lies near the middle of the river. Channel to the left, near the left shore until a little above the foot of the island, then it crosses to the foot of the island, then off below it for some distance near the middle, wearing in to the left gradually, but go in to the left shore by keeping near the bar on the right and not far above the point on the left.

Dog Island, — 4 — 943

Lies near the right shore above Cumberland island, and tails down opposite the head of Cumberland island. From the foot of Dog island Captain Shrieve has built a dam across to the head of Cumberland

Island, for the purpose of making the main channel go to the left of Cumberland Island, but it is a failure—and at low water you must pass through a small gap in the dam.

Cumberland Island,

Is a large island lying nearest to the left shore opposite tne mouth of Cumberland river.

Cumberland River,

2½ 945½

Empties in on the left, opposite the island. This is one of the largest rivers of Kentucky. It takes its rise from the Cumberland mountains, and interlocks with the head waters of Clinch and Kentucky rivers; flows through the state, westwardly, more than two hundred miles: enters the state of Tennessee, and meandering one hundred and twenty miles, reaches Nashville, nearly in latitude 35 N.; from thence, flowing N. W., following its meanders 200 miles, when it joins the Ohio, as above stated. It is navigable for steam boats as far as Nashville, in ordinary good stages of water; and for flat and keel boats to a much greater distance. Below Nashville the river is deep and narrow, and, for its size, well calculated for navigation. Its banks are but thinly settled.

Nashville, the largest town in Tennessee, and the commercial capital of the state, is pleasantly situated on the south shore of the Cumberland. The site of the town consists of one entire rock, covered, in some places, by a thin soil. It is a place of great trade, and is rapidly rising into importance. Its steam boat navigation gives it decided advantages over every other place near it. A number of large, first rate steam boats are owned by citizens of the place, and gives to it a character of enterprize and activity, possessed by few towns of the same size. It is much frequented by the people of the lower country during the sultry months. It has a number of handsome private mansions, and respectable public buildings, and contains about 6,000 inhabitants.—There is a college here of rising reputation; and Nashville is, after New Orleans, Cincinnati, Pittsbugh, and Louisville, the next largest town in the western country.

SMITHLAND, left side.

At the mouth of Cumberland, on the lower side. When you are nearly opposite the foot of Cumberland Island, make a long crossing in to the left shore at the upper wood yard, under a rock shore.

Keep down that distance from shore near a mile, then ware out until you are near 400 yards from the left shore, keep out that distance until near opposite the foot of a small towhead on the left, then cross in to the left shore a little under a false point 300 yards below the towhead, then go across the river to the point, and ware gradually to the middle of the river, and when along side of the bluff bar on your left still keep wearing in to the left, middling close to said bar, until you are in to the left shore a little above a false point on the left: this is the new channel. Now you are through what are called Cotton wood bars; keep down this left hand bend to the point at the upper mouth of the Tennessee.—Leave the above mentioned point on the left and go over to the right shore keeping close to the dry bar on the right and in to the shore just below it, keep down this shore until opposite Paducah, then cross over below it.

Tennessee River, left side.

This is the largest branch of the Ohio, and is navigable for lage boats more than six hundred miles. It rises in the northwest part of Virginia, and traverses the whole width of East Tennessee, in a south-western direction, and entering the north-east angle of the state of Alabama, the whole width of which it crosses, and turning just at the northwest angle of that state, it pursues a north direction, nearly in a direct line with the western boundary of that state, across the width of Tennessee, and a part of Kentucky, to the Ohio river. Its whole course, from its source to the Ohio, is longer than that river from Pittsburgh to its mouth, being, by its meanders, nearly twelve hundred miles. It has been questioned, whether it does not discharge as much water at its entrance into the Ohio, as that river above its entrance. It is susceptible of boat navigation for at least one thousand miles; and steam boats of the largest size, ascend it as high as Florence, in the state of Alabama, situated on the north bank, at the foot of Muscle Shoals.

Florence, standing at the head of steam boat navigation on the Tennessee, possesses, as might well be expected, very decided commercial advantages, and is fast rising in importance. It has a great and increasing intercourse with New Orleans. It contains about 1,500 inhabitants, and has a very handsome court house and hotel, in city style.

PADUCAH, left side......	12	957½

When you leave Paducah, wear off gradually for the middle of the

river; keep it for near four miles, then incline a little to the right and come in tolerably close to the right shore, opposite Belgrade, where are three or four old cabins, about two miles above the point or Fort Massac; keep near the right shore past

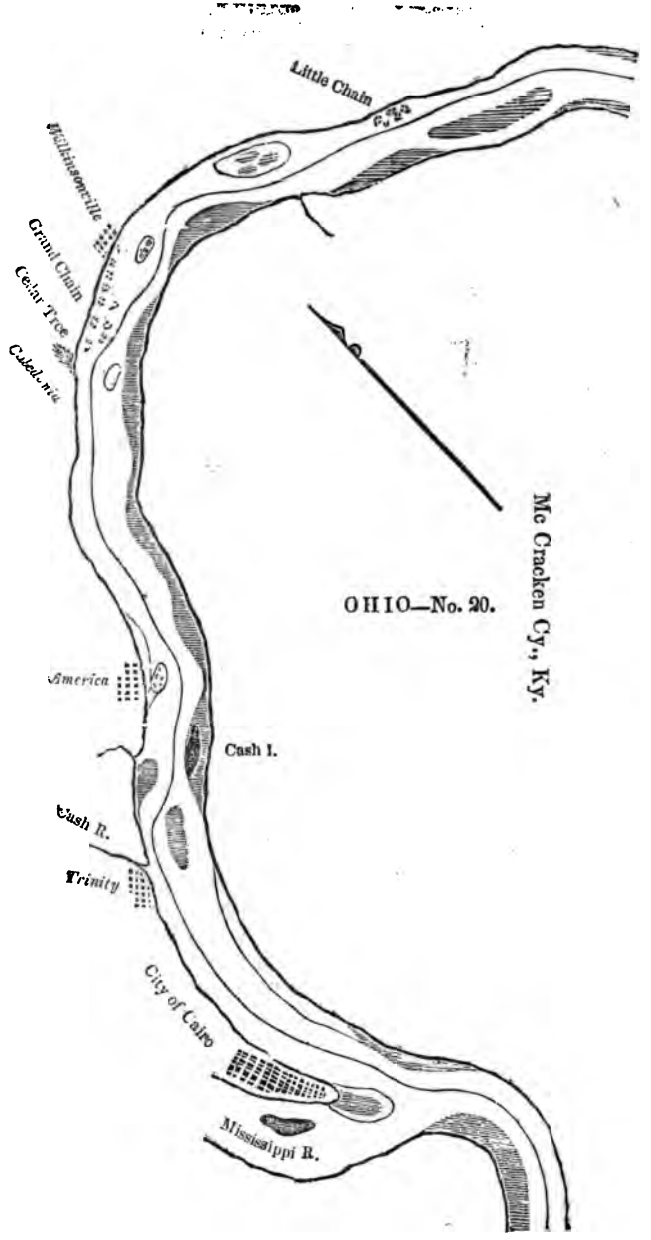
FORT MASSAC, and Town of Motropolis, right side. | 10 | 967½

Then proceed to the middle of the river, which is now very wide and continues so from the Tennessee to the mouth of the Ohio. When you are about four and a half miles below Fort Massac, leave the middle of the river and wear in to the right shore, to avoid the middle bar of the Little Chain, but mind you don't cross in too soon, for there is a bar on your right; and when you are in shore, run it middling close, opposite, or a little below the head of the bar on your left, to avoid a rock under water, which is near 200 yards from shore, then wear out gradually so as to clear the rocks on the false point below; wear out from this false point and large rocks that are on the shore and in the water's edge, about 200 yards, wearing off to the left very slow, until you get in the middle of the river; keep near the middle for ten miles, or until you pass a false point on the left, where the bank is bluff and cut a little. This is about four miles below Little Chain, and in plain sight of it, and opposite the town of Hillerman. About two and a half or three miles further down, you will see another on the same side, with its bank apparently washing a little. There is a house here, also, and nearly opposite, about 200 yards from the left shore; in low water there are rocks out of water. When you are past this last mentioned place nearly two miles, wear off to the right, opposite or a little below the foot of the bar on the right, but keep two-thirds of the river on your left for about a mile, or until you are opposite a large white tree, with large crooked limbs, on your right. It is standing near the shore, and is about half a mile above Wilkinsonville.

Directions for Map No. 20.—Ohio River.

WILKINSONVILLE, right side. ..... | 17 | 984½

When you are opposite the above mentioned white tree, wear gradually to the left to avoid the rocks and shoals of the Grand Chain, (which you have been along side of for more than a mile) and come in to a sand shore on the left and close under a bluff bar. The chain of rocks keeps on further down about three and a half miles, but they are all on your right, in the middle of the river. You now keep near the left shore bar about two miles, then wear a little towards the foot of the rocks, so as to be in the middle of the river opposite a little cluster of houses under a bluff on the right, then wear in to the right for 150 yards below a peak in the bluff where the old cedar or some of its branches stand yet. This cedar tree was once called the landmark for going in to the shore, but it is too high up the river, at least 150 yards. Now we are past


Little Chain
Wickliffe
Grand Chain
Cedar Tree
Caledonia
America
Cash I.
Cash R.
Trinity
City of Cairo
Mississippi R.
OHIO—No. 20.
Mc Cracken Cy., Ky.

The Chain.	6	990½
Keep near the right shore for a mile, then wear out into the current.		
CALEDONIA, right side.	3	993½
NEW AMERICA, right side.	2½	996
Channel near the middle of the river opposite this place. When a mile below town, wear in a little to the right to avoid the bar making off from Cash island, which lies near the left shore; channel to the right—opposite this island, near the right shore. In a little bend there is a large willow bar; this is called Cash bar—channel rather nearer the willow bar than the island, and it goes in to the right shore a little below the bar at a house on a little mound.		
TRINITY, and Mouth of Cash River, right side.	5½	1001½
Keep nearest the right shore to the		
Mouth of Ohio, or City of Cairo, right side.	5½	1007
The landing at Cairo is good; the shore also is good for three or four miles above. When leaving Cairo, in low water, go well over to the left shore, under the shore bar, opposite Cairo; by so doing you will avoid the middle bar on the right; keep the left shore till up with the point on the left.		
Island No. 1, channel right side.	6	1013
This island lies close in to the left shore under the last mentioned point. When opposite the head of No. 1, cross over into a short bend on the right; run it out to the point on the right and cross over into the left hand bend, below the foot of No. 1.		
You will observe that the channel (with few exceptions) in the Mississippi, runs from point to bend; and, generally speaking, the deeper or shorter the turn of the bend is, the shorter or squarer the crossing is at the foot of it; and the longer and straighter the bend is, the longer the crossing is at the foot of it.		

MISSISSIPPI AND MISSOURI RIVERS.

[As the descriptions of these two mighty rivers would interrupt, by their length, the connection of the charts, they are inserted immediately after the last map. The charts and descriptions of the Mississippi commence at the mouth of the Missouri, and extend to the Gulf of Mexico.]

In giving directions for the navigation of the Mississippi river, it has been thought most advisable to begin at the mouth of the Missouri. The charts will, therefore, commence from that point, and will be numbered in their order, beginning with No. 1. *In descending to the mouth of the Ohio, the islands will be described by their popular names. Below the Ohio, they are described by their numbers. Those who wish to descend the Mississippi from the mouth of the Ohio, can turn forward to where the maps reach the mouth of the Ohio, in descending from St. Louis.*

Directions for Map No. 1.—*Mississippi River.*

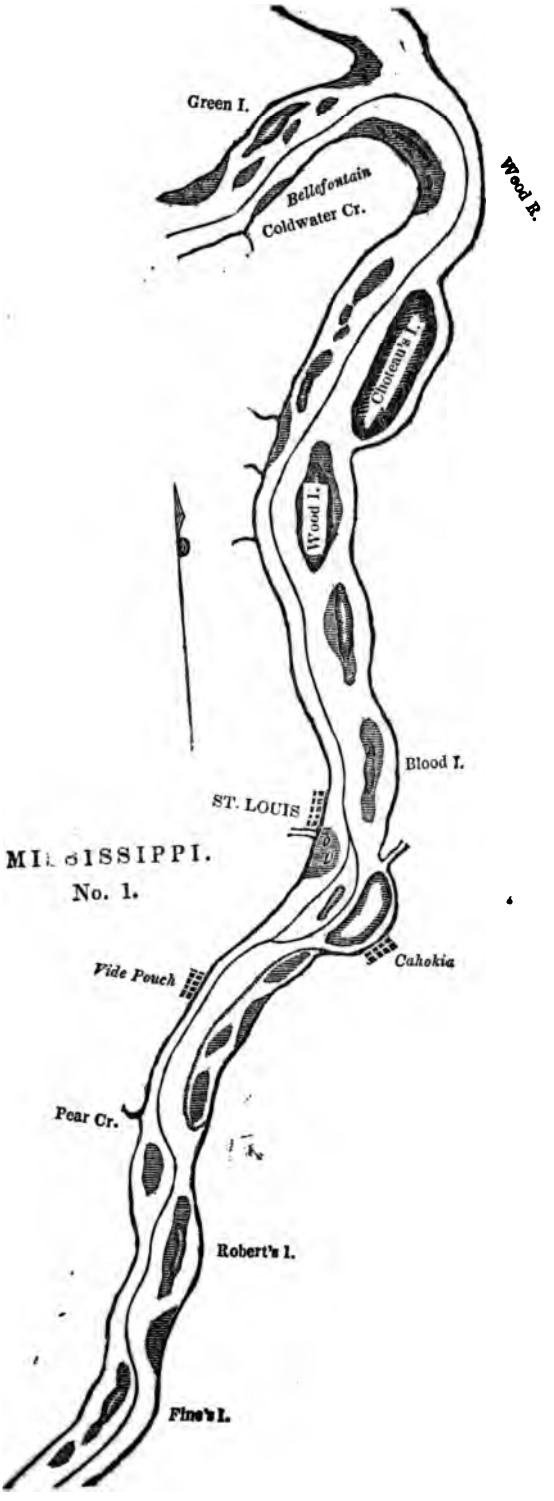
Boats descending the Missouri river, at a low stage of water, must when near its mouth, keep near the middle of the river, when you have entered the Mississippi, incline over towards the left shore. Wood river, a small stream of Illinois, empties in on the left, about two miles below the mouth of the Missouri.

Choteau's Island.	5	

Channel to the right, and nearest to the island, to avoid a long string of bars near the right shore, and a small island near the lower extremity of them.

Wood Island.	4½	9½

Channel to the right. You may pass to the left of Wood island, by keeping well towards the left shore until nearly up with its foot, then keep to the right, near its foot, to avoid the bar which makes from the island on the left, immediately below.


Green I.
Bellefontain
Coldwater Cr.
Wood R.
Chouteau's I.
Wood I.
Blood I.
ST. LOUIS
MISSISSIPPI.
No. 1.
Vide Pouch
Cahokia
Pear Cr.
Robert's I.
Fine's I.

Bloody Island. ----------	7	16½

Channel to the right.

ST. LOUIS, right side.

ST. LOUIS is one of the oldest and first settled towns in the Mississippi Valley. It was settled and occupied by the French, until the country was purchased by the American government. It is, and always has been, the commercial capital of the country, now forming the state of Missouri. In the style of building, the taste and simplicity of the old French settlers are very apparent. Before 1814, but few American houses had been built. The French have a fashion of annually white-washing their houses, which produces a pleasing appearance, when viewed from a distance. There were a number of villages settled by the French, in this neighborhood, one at Kaskaskia, one at Vincennes, and several others. They were all characterized as a people of great simplicity and innocence of life—social, disinterested—fond of sport and gaiety; but destitute of that enterprise, energy of character, and aspiring disposition, which the Americans exhibit. Their lands were generally held and cultivated in common, and their little communities constituted, as it were, but one great family. Since the Americans began to take the lead in St. Louis, and introduced our laws and enterprize, a new impulse has been given to its improvement, commerce and prosperity. The situation of the town is very beautiful. It stands on a kind of second bottom, that rises gently from the river to a considerable eminence. Having surmounted this bank, an extensive plain opens to view. In the immediate vicinity of the town, this plain is covered with bushes and shrub oaks. Beyond, is an extensive belt of grassy plain or naked prairie. The timber for several miles has been cut away for fuel. The eye reposes, in the spring and summer months, with pleasure upon this sweep of verdure, bounded on the verge of the horizon with forests, and also upon the level bottom and noble forests on the opposite shore of the river. The town has extended itself along the hill; and some of the best houses are built on that pleasant elevation. It contains about 4,000 houses, and about 30,000 inhabitants. The number of the Americans now predominates over that of the French: but the population is made up of emigrants from all parts of the world. There is no town in the western country more favorably situated, as the seat of an immense trade. It is nearly in the centre of the Mississippi Valley, commanding the trade of the Missouri, the upper Mississippi, and the Illinois, with the vast and almost boundless country watered by these gigantic streams. The fur trade of this immense country already centres here. It is the depot of the numberless lead mines in this region of country, and all the produce and merchandize of the country above it. It has this obvious advantage over any town on the Ohio, that steam boats can run between here and New Orleans at the lowest stage of water. A great number of keel boats, and river craft of all descriptions, bound to all points of the boatable waters of the Mississippi, are seen at all seasons of the year, lying in the harbor. Miners, trappers, hunters, adventurers, emigrants, and people of

haracter and languages, meet here, and disperse in pursuit of their various objects, in every direction, some even beyond the remotest points of civilization.

From St. Louis the channel runs across towards the right shore, between the bar on the left, below the foot of Blood island, and the bar and towheads on the right, at the mouth of Choteau's creek. Keep well over to the left, below Cahokia creek, and to the left of the island, and then short across toward the right shore below.

VIDE POCHE, (or CARANDOLET, as it is now called,) right side.	7½	24
Pear Creek, right side.		

When nearly up with Pear creek, cross over to the left shore, and keep pretty near to the head bar of Robert's island, and then incline towards the right shore.

Robert's Island.	5	29

Channel right side.

Fine's Island.	3¾	32¾

Channel to the left.

Directions for Map No. 2.—Mississippi River.

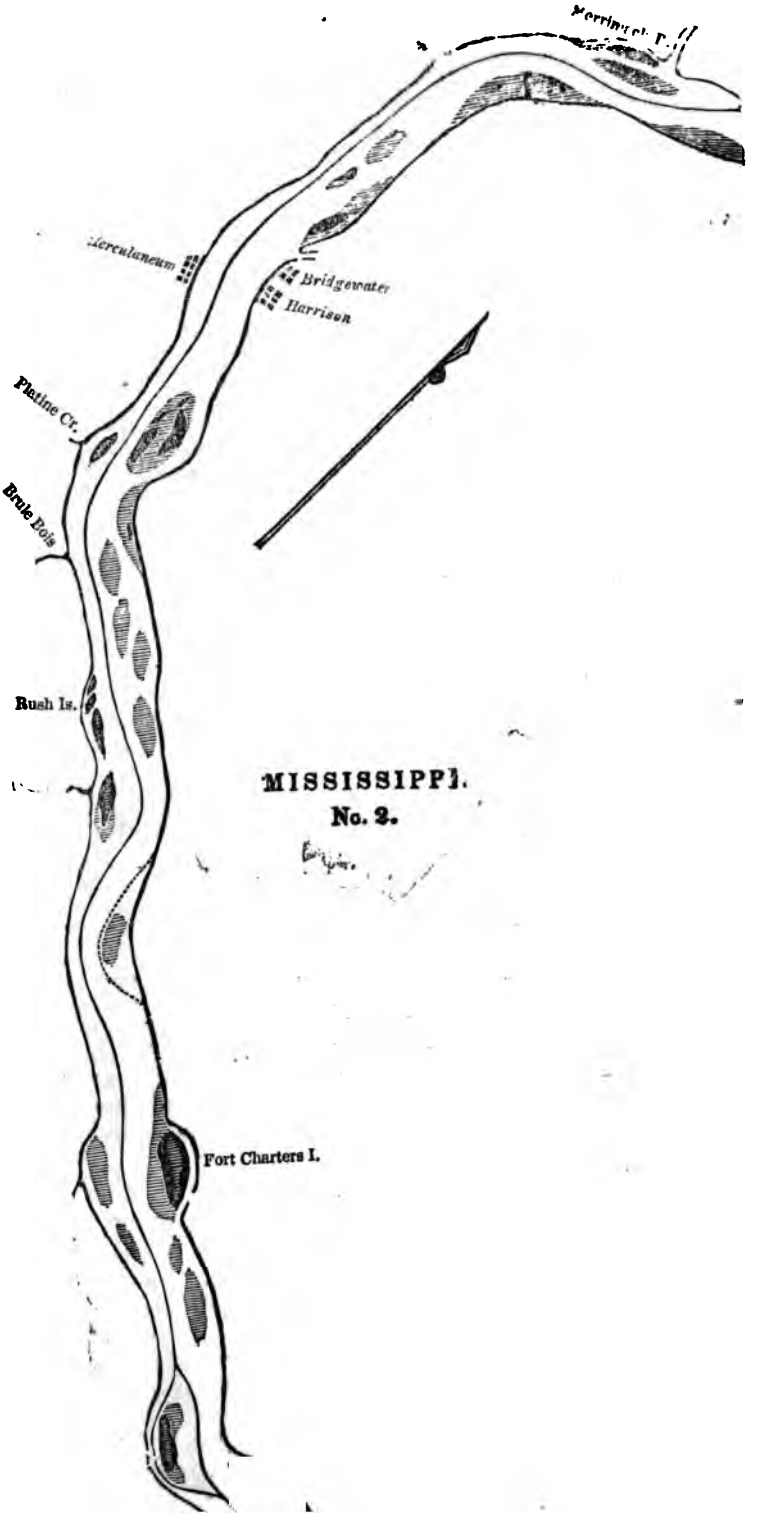
Merrimac River, on the right.	3¾	36½

This is a considerable stream of Missouri state, navigable at high water, several miles, Lead is found in abundance in the vicinity of the sources of this river and there are a number of valuable salt springs on its banks.

Opposite the mouth of the Merrimac, is a large bar and willow island. Channel to the left; but be careful of the bar on the left, above. There is a small island, close in to the right shore, immediately below the mouth of Merrimac. After you have passed the Merrimac bar and towhead, incline over to the right shore, to avoid a large bar on the left, a mile and a half below.

Little Platteen Creek, right side.	5	41½

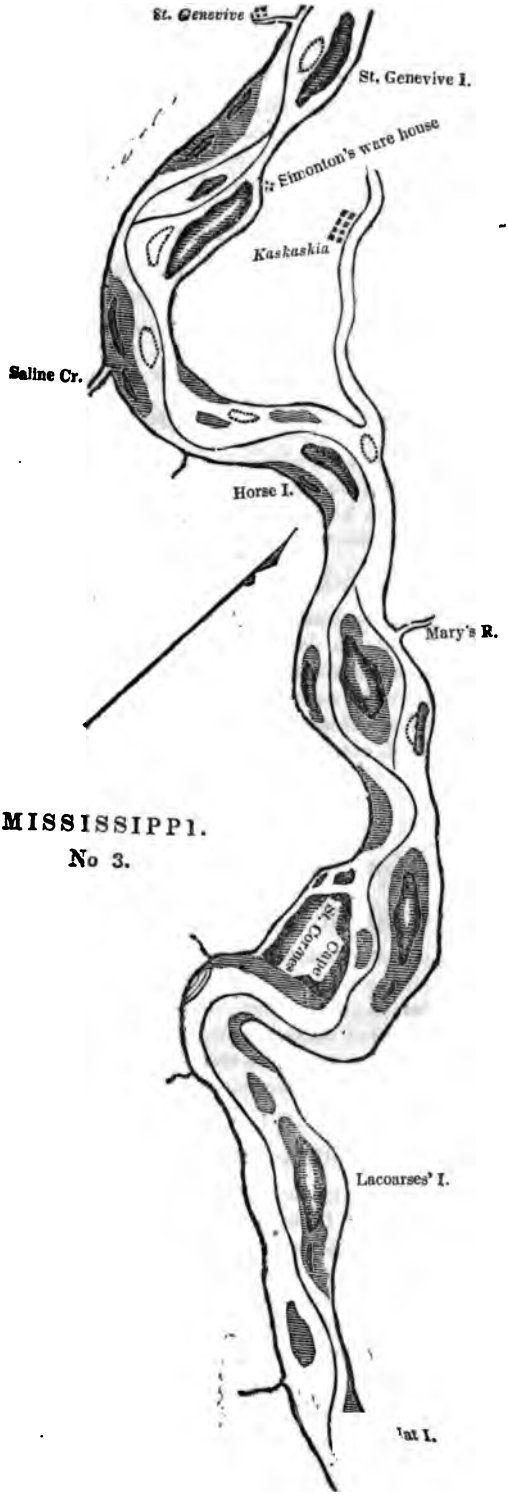
Here commences a high, rocky bluff, extending eight or ten miles along the right bank of the river, of various heights, from two to three hundred feet, nearly perpendicular. It has a majestic appearance. One and a half miles below Little Platteen,—or Little Rock, as it is generally called,—is a sand bar with a small towhead near its upper extremity. Channel to the right, near the right shore, past the bar and island below it.


Herculaneum
Bridgewater
Harrison
Platine Cr.
Brule Dois
Rush Is.
MISSISSIPPI.
No. 2.
Fort Charters I.

HERCULANEUM, on the right. This is a flourishing town of Missouri, rising fast in importance, owing principally to its lead mart. There are several shot factories erected in its vicinity. The celebrated mine a'Burton is situated nearly fifty miles west of this place.	6½	48
Platteen Islands, three in number. Channel to the right of the two first, which are connected by a bar: and to the left of the third, which lies pretty close to the right shore. Opposite the latter, Platteen creek enters on the right. After you have passed Platteen islands half a mile, keep well over to the right shore for upwards of three miles, to avoid Wilcock's bars, on the left.	3	51
Rush Island, near the right shore. Channel to the left, and near to the island, to avoid a large bar on the the left opposite. When you are past Rush island, and the one just below it near the right shore, keep over to the right shore again, to avoid a large bar on the left, below.	6½	57½
Fort Chartres Island, close to the left shore. Two islands on the right, opposite. Channel nearest to the right hand islands, to avoid a bar on the left, opposite to Fort Chartres island, and then incline towards the right shore. Four miles below, is another island, near the right shore; at a low stage of water, you must pass to the right of it, and when past the bar at its foot, keep to the left, towards the island, near the left shore, below.	9½	67

Directions for Map No. 3.—Mississippi River.

St. Genevieve Island. Channel to the right, and close to the right shore, after you have passed Gabbarre creek, until you approach to the lower part of the island; then cross over to the left, near to its foot. Gabbarre creek enters on the right, opposite the head of St. Genevieve island. St. Genevieve town is about a mile up the creek. This town contains about 2,000 inhabitants, and is a place of considerable business, particularly in the article of lead.	11½	78½
Simonton's Warehouse, on the left. Rather more than a mile below the foot of St. Genevieve island. Kaskaskia, a flourishing town of Illinois, is situated about two miles north-east of Simonton's warehouse, on the Kaskaskia river, about five miles from its mouth. Just below the warehouse, a handsome little chute puts in on the left, passable, except at a very low stage of water. There is an island in the middle of the river, just below this chute. Channel to the left; and when past the island, incline well over towards the right shore.	3½	82

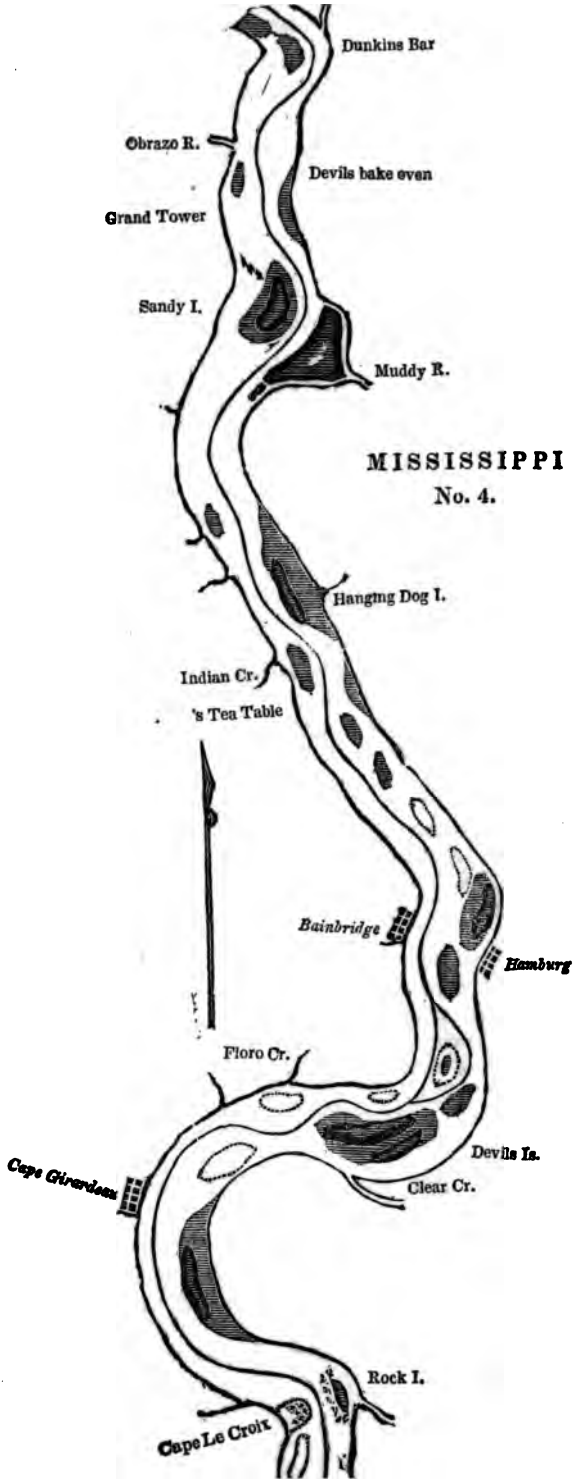


MISSISSIPPI.
No 3.

Saline Island.	5	87
Channel to the left. When you are up with the head of the first island, keep well over to the left shore, to avoid Saline bar; run pretty close to the bar on the left, below, then cross over to the right shore, above Lora creek, and below Camp Rowdy.		
Horse Island.	5½	92½
Channel to the left. Kaskaskia river empties in on the left, opposite Horse island.		
Mary's River Island.	4½	97
Channel right side, and near to the island at its head; then short across for Allen's island, on the right: and when past the bar at the foot of the latter, keep close in to the right shore for nearly a mile, then steer over to the left shore.		
Large Island, above St. Combs.	5	102
Channel to the right. Keep near the left shore, above this island, and when within rather more than half a mile of its head, steer short across to the right shore. When you are past the outlets, on the right, keep to the left, and pass near the foot of the island, and then short across to the right, near the point; and when past the small island on the left, keep to the left, in the bend. The river here makes a pretty short turn to the right; and two miles below, it turns again very short to the left—a large eddy forms in the bend, on the right, called the great eddy. Keep pretty well towards the left hand point, and when past the eddy, incline towards the right shore.		
Lacour's Island.	8½	110½
Channel to the right. Keep pretty close to the small island on the left, below Lacour's island, and close in to the left shore, half a mile below it, to avoid a large middle bar on the right, and then incline towards the right shore again.		
Hat Islands.	6½	117
Channel to the right. Half a mile below Hat islands, keep short in to the left shore, in the bend at low water, round Duncan's bar; at a middling stage of water, you may pass to the right of Duncan's bar, by keeping near the middle of the river, round the point on the right.		

Directions for Map No. 4.—Mississippi River.

Obrazo River, right side.	4½	121½
When you are round Duncan's bar, above, incline to the right, and pass pretty near the mouth of Obrazo river, and then incline to the left, to about the middle of the river, to avoid the eddy on the right below. About one and a half miles below Obrazo river, is a singular		


Dunkins Bar
Obrazo R.
Devils bake oven
Grand Tower
Sandy I.
Muddy R.
MISSISSIPPI
No. 4.
Hanging Dog I.
Indian Cr.
's Tea Table
Bainbridge
Hamburg
Floro Cr.
Devils Is.
Cape Girardeau
Clear Cr.
Rock I.
Cape Le Croix

rock, near the right shore, called the Grand Tower. This rock is about one hundred feet in circumference, and one hundred and fifty feet in height. About half a mile above the Grand Tower, on the left is a high rock, with a singular excavation, about one hundred feet from the surface of the water, called the Devil's Bake-oven.

Sandy Island	3½	125

Channel to the left, at low water, on account of a chain of rocks, stretching across from the right shore to the island. At a good stage of water, you may keep to the right, which is nearest.

Hanging Dog Island	6½	131½

Channel to the right. Nearly two miles above Hanging Dog island, is a bar on the right. Channel past it about the middle of the river, and then incline well over towards the right shore. When nearly up with the foot of the island, keep to the left, to avoid a bar on the right, opposite the mouth of Indian creek; when past it, incline towards the right shore again.

BAINBRIDGE, on the right.	9	140½

Channel near the right shore.

Devil's Island	4	144½

Channel to the right, and very close to the island about its centre, then quick over towards the right shore; and when nearly up with the foot of the island, steer short to the left, and pass near its foot, incline towards the left shore, and when you are about a mile below, keep towards the right shore again.

CAPE GIRARDEAU, right side.	5½	150

This is a very pleasantly situated town of Missouri, on a high bank of the Mississippi. The country round is very fertile and thickly inhabited for forty or fifty miles back, to the New Madrid settlements. About a mile below the town is an island. Channel to the right.

Cape Le Croix.	5½	155½

Here the river turns suddenly to the right. There is a rocky island in the bend, on the left, and a rocky bar at the point, on the right. Channel in the middle. This is called Little Chain. Two and a half miles below Cape Le Croix, is what is called the Grand Chain, commencing at a cluster of small towheads near the right shore, and stretching obliquely across, to a small towhead near the left shore. Channel in the middle of the river.

Directions for Map No. 5.—Mississippi River.

English Island, near the left shore	6	161½

Here the river spreads out each way to the width of nearly four miles,

English I.
Power's I.
MISSISSIPPI
No. 5
Two Sister Is.
Dog Tooth I.
Elk I.
City of Cairo
Mouth of Ohio
Scott Cy., Mo.
Mc Cracken Cy.
No. 1
Hickman Cy., Ky.

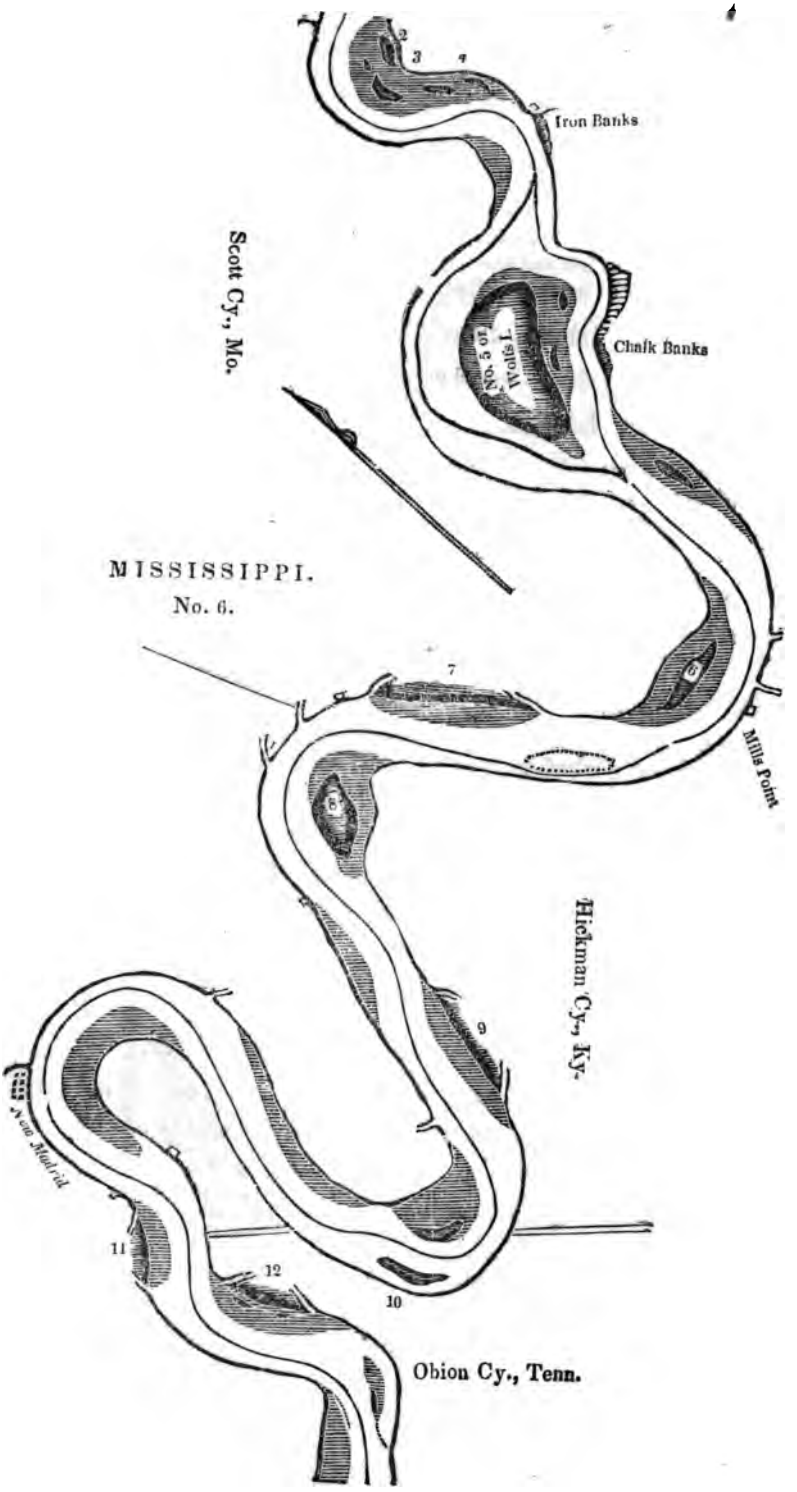
inclosing a group of islands, the largest of which, in the middle, is called Power's island. Channel to the right of English island, between it and another, near the right shore. You may pass either side of Power's island—the left is generally considered the main channel. After you have passed Power's island, and the bar at the foot of the island, on the right, opposite its foot, keep well over to the right shore, to avoid a string of bars in the middle of the river, opposite Tyowapite settlement. Two miles above the islands, in the bend below, cross over to the left, and pass pretty close to the left hand point, and then cross over to the foot of Sliding island, on the right.

Dog Tooth Island, near the left shore.	14	175½
Below the left hand point. Channel to the right.		
Two Sister Islands.	5	180½
Channel to the right; and close to the islands. When you are nearly up with the foot of the Two Sister islands, steer short across for the right shore, for about half a mile, then cross over to the left again, to avoid the bar above Elk island.		
Elk Island.	3¼	183¾
Channel to the left. When up with its head, incline to the right, and pass near the foot; and when past it, keep over to the left shore again.		
Bird's Island.	5¼	189
Channel to the left; keep well over towards the right shore, after you have passed Bird's island, to avoid the bar at the point, below the mouth of Ohio, and then incline towards the left shore again.		
MOUTH OF OHIO.	2	191
Island No. 1,* below the mouth of Ohio.	6	197
When down to the point on the left, wear gradually off into the right hand bend to avoid the bar and islands.		

Directions for Map No. 6.—Mississippi River.

Islands Nos. 2, 3, and 4,	6	203
Lie near the left shore. These islands are small and connected by a		

* Below the mouth of the Ohio, we shall note the islands by their original numbers, although many are lacking to make up the complement. Many have entirely disappeared; and others, the chutes have grown up with trees on one side, so that it can scarcely be perceived that they ever were islands. New islands are continually forming; consequently, it will be impossible to keep them regularly numbered. Would it not be advisable to distinguish the islands by some name? There are already names for a large portion of them; and if pilots and steam boat captains would take the trouble to find names for the balance, in a few years they would become familiar to every one.


Iron Banks
Scott Cy., Mo.
Island No. 5
Chalk Banks
MISSISSIPPI.
No. 6.
Mills Point
Hickman Cy., Ky.
New Madrid
Obion Cy., Tenn.

large bar which makes round a left hand point. Channel to the right, in the bend. There are one or two other small islands on the same bar, not numbered. There is a good landing on the left, below these islands, above the Iron banks.

Iron Banks, left side.	8	213

This is a high bluff nearly two miles long. It has an eddy at its foot on the left, and the village of Columbus.

No. 5, or Wolf Island.	4¼	217¾

Channel either side; the left is much the shortest, and generally preferred. If you take the left, keep near the left hand point above, and near the left shore, until you approach the Chalk banks, then incline a little towards the bar of the island, on the right, (which is here very bluff,) to avoid the eddy on the left, below. Keep rather nearest the left shore until you are up with the foot of the island, and then incline towards the right, to avoid a large bar with a small island on it, on the left, below.

No. 6,	10¼	228

Is under the first right hand point below Wolf island; when opposite the above mentioned point, make a gradual crossing in to the left hand bend above Bayou Du Chien, leaving No. 6 well on your right.

Mills' Point or Town of Hickman, left side,	5	233

This little town is on the Kentucky side, opposite the foot of No. 6. Its name originated from the ridge or point of high land that comes in near the river, and makes an excellent location for a town.

Keep down the left shore below Mills' point near six miles to the first point on the left.

No. 8,	10	243

Is near the middle of the river, and under the above mentioned point. Channel to the right. James' Bayou, near a mile below the head of the island on the right. When you are past No. 8. incline to the left for two or three miles, then keep to the right again, to avoid the bar of No. 9, on the left.

No. 10,	22	265

Lies in a left hand bend. You may call (if you go by the original numbers) No. 10 two islands. The head of the lower island lies behind, or rather to the left of the upper one. There is a tolerably good channel to the left of both. You can go to the right of both, by keeping close to the upper one, and in to the left hand bend, close to the foot of the lower island. Keep down to the point on the left, and cross over into Madrid bend.

NEW MADRID, right side.	12	293¼
Immediately below the mouth of Chepousa creek. There is a very large bar round the left hand point, above New Madrid. Channel near the right shore for nearly four miles above, and below New Madrid; and when you approach the right hand point, about four miles below, keep to the left, to avoid the bar of No. 11: when past it, keep to the right again to avoid the bar of No. 12, on the left.		
Riddle's Point, right side.	10	303¼
There is an ugly bar on the right below the point, and another also in the bend on the left, opposite, with willows on it. Channel near the left hand bar, or willow shore, until you get alongside the high bluff bank below Merryweather's wood yard.		

Directions for Map No. 7.—Mississippi River.

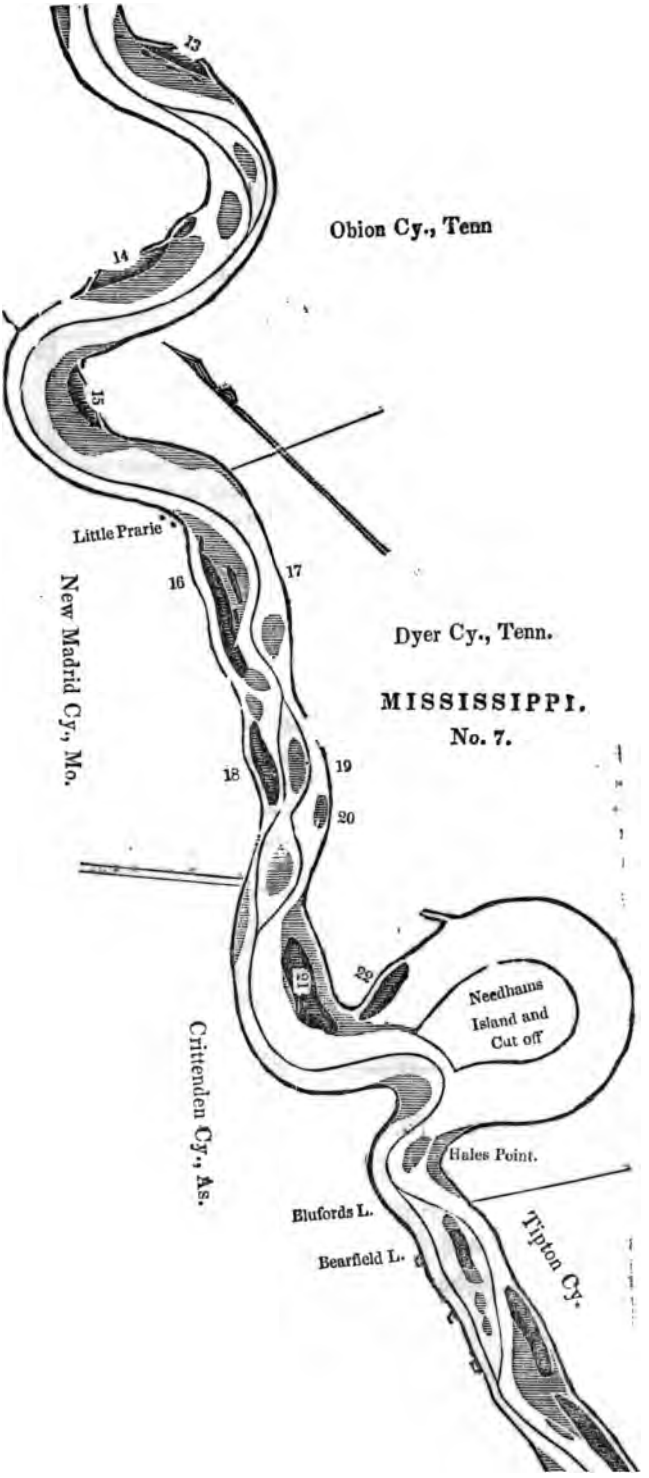
Nos. 13 and 14.

As you approach the left hand point, incline well towards the right shore, near where the cypress trees commence, to avoid the bar of No. 13 on the left below the point, keep down in this right hand bend until you get to the point on the right, then cross over into the left hand bend between two bars, keeping close to the cut bar on the left.

No. 15, left side.	18	321¼
Grown up, invisible. This is at or on the first point on your left below No. 14. When opposite the above mentioned point, cross over into the right or Walker's bend. At the foot of this bend is		
Little Prairie, right side.	7	328¼

Nos. 16 and 17,

Lie under the point on the right below Little prairie. Channel to the left of both. You make a long crossing from the point below the prairie, between two bars, and in to the left hand bend; keep down said bend to the point on the left, then cross over to the right shore close under the lower mouth of Isle No. 16, and keep to the left of Island No. 18 (just below) and close to it at its head, and down the island half mile to the first false point on it, then ware out near the foot of the bar on the left, near the middle, then in again near the foot of the island, and keep down near the right shore about 300 yards, and make over to the left shore under the false point 450 yard below Minshael's house, and keep within 200 yards of the left shore until you are up with the point half a mile below on the left, then make a long crossing over to the right shore. The head of the island No. 18 is about a mile and a half below the foot of No. 16.


Obion Cy., Tenn
Little Prarie
New Madrid Cy., Mo.
Dyer Cy., Tenn.
MISSISSIPPI.
No. 7.
Needhams
Island and
Cut off
Hales Point.
Crittenden Cy., As.
Blufords L.
Bearfield L.
Tipton Cy.
13
14
15
16
17
18
19
20
21
22

No. 21, or Pilgrim Island,

Lies about the middle of the bend, or the head of it is about half way from the foot of No. 18 to Needham's cut off, and lies near the middle of the river. Channel to the right of it, but you must keep out near the island, near its foot, then over to the right shore at a woodyard. 400 yards below leave the shore and keep near the bar on the right.

Needham's Cut-off. ---------- 24 352¼

The upper mouth of the old bed of the river, is in a manner grown up. The island made by the cut-off is on your left, at the lower mouth of the old bed of the river. A high bar opposite the mouth of Obien, drives you down the left shore past Hale's point, to the main point on the left, a mile and three quarters below, then over to the bend on the right below the foot of the cut-off bar, then down the right shore to the point on the right, at Blueford's wood yard; now ware off to the left shore under the big bar on the left. Now you are in Canadian Reach.

No. 25, channel to the left,

Cross over to the right shore by keeping near the bluff bar of the foot of No. 25.

Nos. 26, 27, or Forkdeer Islands.

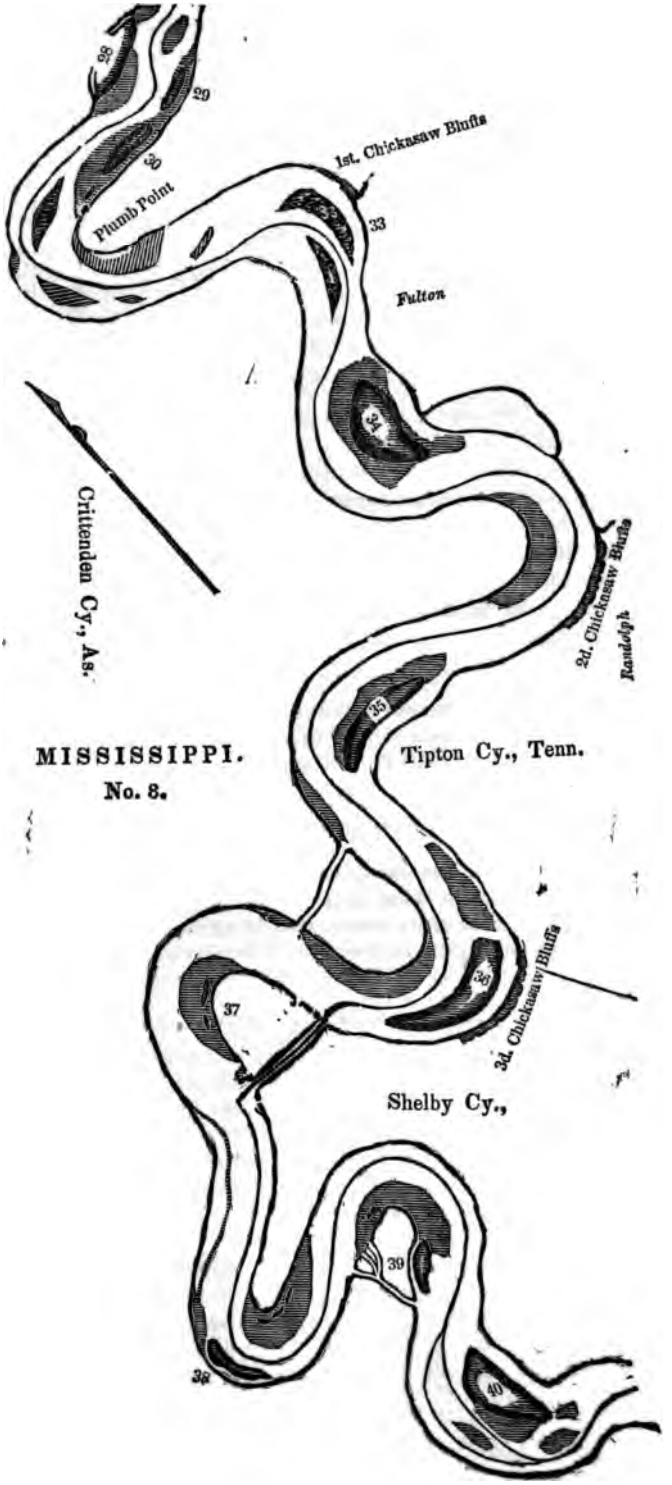
These islands lie near the left shore, a little below the foot of No. 25; the Forkdeer river empties in behind them. Channel to the right of both. When you are at the point nearly opposite the foot of Forkdeer islands, cross over to the left shore a little below Ashport, and keep down said shore one mile and a half to a small false point 500 yard above a small island close to the left shore, then cross near square over the right, under a bluff bar, and in to the right shore, following the bluff bar on the right all the way past the foot of Isle No. 28, which is on the right shore almost grown up—invisible. Keep down in the right hand bend for 5 or 6 miles, passing the wreck of the steamer Caroline, close on your left lying near the dry bar.

Directions for Map No. 8.—Mississippi River.

Town of OCEOLA, or Head of Plumb Point Bars. ---------- 30 282¼

Plumb Point Bars.

This is one of the most difficult places on the river. Every year the channel is changed.


28
29
30
Plumb Point
1st. Chickasaw Bluffs
33
Fulton
34
Crittenden Cy., As.
2d. Chickasaw Bluffs
Randolph
35
MISSISSIPPI.
No. 8.
Tipton Cy., Tenn.
36
37
3d Chickasaw Bluffs
Shelby Cy.,
39
38
40

Keep down the right shore below Oceola, until you are a little below the towhead on the right, then make a straight course down between two bars, for the point on the right.		
No. 33, or Flour Island.	8	390¼
The channel is now to the right of this island, and to the left of the towhead, laying opposite the island, keep the middle between the two.		
FULTON, on the First Bluffs, left side.	6	396¼
When at the foot of Flour island, incline nearest to the left shore along down opposite Fulton, and down to the right of island No. 34 keeping the right shore close until you are about 2½ miles below its head and nearly opposite a small false point on the right, then ware over near the bluff shore on the island, then down the island until you are near the cut bar on the left, then go in near the bend shore on the right, keep down this shore to the point on the right, then over to the foot of the island, and the middle of the river from the foot of 34 to Randolph.		
RANDOLPH, left side.	10	406¼
This town is at the head of the second Chickasaw bluffs, and at the mouth of Hatchee river. Cotton is shipped in large quantities from Randolph to New Orleans. At the foot of the second bluffs, the river is quite narrow. There is an eddy on both sides.		
No. 35, or Benton's Island,	6	412¼
Is near the middle of the river, immediately below the Bluffs. Channel to the right in low water. When near the foot of the island, pull in close to the lower point of the island, then go gradually over to the right, a little above the point at the head of the Devil's Race Ground.		
No. 36,	11	423¼
Lies in a left hand bend. The chute to the left of it is grown up, both at its head and foot. The third bluffs are to the left of this island. Channel near the island. When you are near the foot of this left hand bend, you will see a chute putting out on the left. This is the chute of 37, and it is quite deep in low water; some logs are in it and it is much the nearest, and is now pretty well ascertained to be the best channel; keep in its bends.		
No. 38,	16	439¼
Channel to the left. This island lies close to the right shore, in a sharp right hand bend, the river making a very sudden turn to the left. This is called, by boatmen, the Devil's Elbow. There is a large bar on the left hand point, opposite to No. 38, which throws the channel		

pretty well towards the island. About three miles below No. 38, a number of small chutes put out on the right, just above the right hand point, opposite these small shutes, and near the middle of the river; there is a dangerous bed of logs, which, in extreme low water are visible, pass on either side of them, but give them a good birth—immediately below them, is a large bar with a towhead on it. Channel well over to the left shore, round this bar; and when up with No. 39, immediately below it, incline to the right. | 13 | 452¼

No. 40, or Beef Island,

This is a large island lying nearest to the left shore. Channel to the right of it, near the right shore opposite the head of it; keep down the right shore a mile and a half, and you will see a small false point on the right, above a large bar, then cross over to a point on the island; then opposite the lower wood yard on the island, make a very long crossing, but don't come in to the right shore until you are near to the point or foot of the bend on the right (leaving a towhead bar on your left, and Woppenaughkee bar on your right, which bar is tailing further down the river every year; the village behind Weppenaughkee bar is called Greenock), then cross over to the left near the foot of Beef island; keep down the left shore to the point on the left above Paddy's Hen and Chickens.

Directions for Map No. 9.—Mississippi River.

Nos. 42, 43, and 44, are connected by a large bar. These are called Paddy's Hen and Chickens. There is a large middle bar to the right of the Old Hen, with a towhead on it. Channel to the right of all, close into the bend; and when nearly up with Foy's, keep to the left again.

Wolf River, left side,

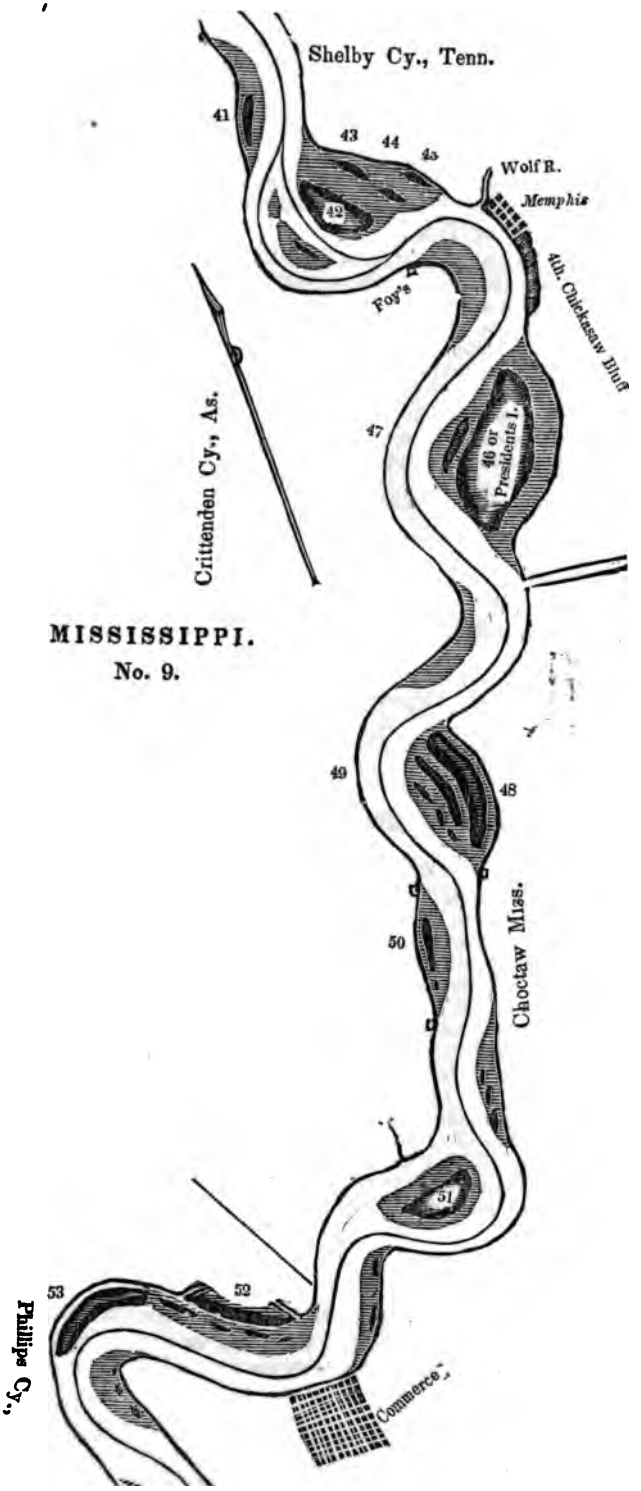
There is a sand bar on the right, opposite the bluffs. Channel near the left shore.

MEMPHIS, left side, | 21 | 473¼

This town is situated on the fourth Chickasaw Bluffs, just below the mouth of Wolf river, in the south west angle of the State of Tennessee, and is now one of the most important points of commerce between Cincinnati and New Orleans, containing more than 600 houses, and 8000 inhabitants of uncommon enterprise; amongst whom there are a great many merchants of the first order, and through whose hands there passed near 140,000 bales of cotton, from last year's crop; from this year's crop they will ship 150,000 bales; 125,000 bales will go to New Orleans, and 25,000 will go to Cincinnati and Pittsburgh. A regular line of Packets ply between Cincinnati and Memphis, and during the cotton carrying season there is a regular line of the largest class of fine steamers, plying between Memphis and New Orleans. In the year 1822 there was scarce a house where the city of Memphis now stands; and at that time a cotton plant would have been quite a curiosity in the neighborhood.

FORT PICKERING.

This town is now locating itself at the lower end of the 4th Chickasaw Bluffs, and about 3 miles below Memphis; on account of the landing at Fort Pickering it has decidedly the advantage over Mem-


Shelby Cy., Tenn.
41
43
44
45
Wolf R.
Memphis
42
Foy's
4th. Chickasaw Bluff
Crittenden Cy., As.
47
46 or Presidents I.
MISSISSIPPI.
No. 9.
49
48
50
Choctaw Miss.
51
53
52
Commerce
Phillips Cy.,

phis, in the river business, and it already bids fair to become a place of importance.

No. 46, or President's Island,

Is about a mile below the forth Chickasaw Bluffs. This is a large and beautiful island. No. 47 is to the right of No. 46, and connected to it by a bar. Channel to the right of both. You must come in to the right shore, about a mile below the point on the right, at the mouth of a small bayou, right shore until you are opposite the foot of No. 46; then cross over towards a small clearing 3-4 of a mile below the island on the left.

When close to the foot of the bend on the left below No. 46, you will see a small shute of Cow islands, on your left.

Nos. 48 and 49, or Cow Islands. 16 489¼

These islands, together with two or three smaller ones, or towheads, are connected by a large bar. The chute to the left of them is small, and makes out at right angles, and is not perceptible until you are nearly opposite. Channel to the right of all.

When you are opposite the foot of Cow islands, you will see under the point on the right No. 50, or Cat island.

No. 50, or Cat Island. 8 497¼

Channel to the left; and when past it half a mile, keep to the right, to avoid a large bar on the left, below, with two or three small islands on it, near the lower extremity.

No. 51, or Buck Island. 7½ 504¾

Channel to the right of it and close to it—from its head to its foot.—After passing Buck Island, keep nearest to the right shore until you are up with the right hand point, below; then keep over to the left, to avoid the bar of No. 52, on the right.

COMMERCE, left side.

Commerce is a newly laid out town, half way between Buck and Council islands, or 6 miles from each.

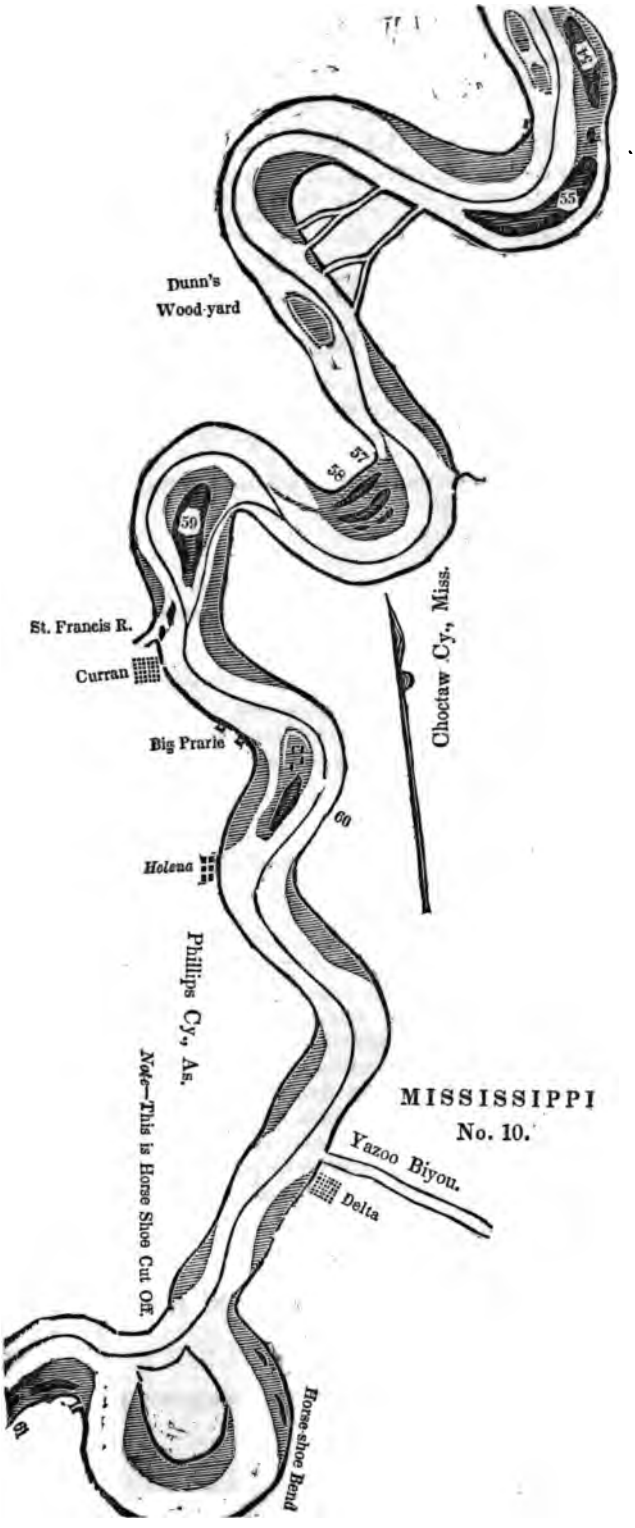
No. 53, or Council Island. 12 516¾

This island lies in a sharp right hand bend, close to the right shore. The chute to the right is nearly grown up with willows. Channel to the left, and near to the island at its foot, to avoid a deep bar below the left hand point, opposite. When down to a point on the right about three miles and a half below the foot of Council island, make a long crossing to the left shore to avoid Clark's bar on your right, which is a sort of middle bar, keep nearest the left shore to the point on the left, then cross over to the right shore under the foot of Clark's bar, then keep down the right shore a mile and a half to the point on the right, and in crossing to the left again, you enter the Grand Cut-off.

Directions for Map No. 10.—Mississippi River.

No. 55, or Grand Cut-off. 11 527¾

The old bed of the river is to the left of 55, but it is so much grown up,


Dunn's
Wood-yard
55
57
58
59
St. Francis R.
Curran
Choctaw Cy., Miss.
Big Prarie
60
Helena
Phillips Cy., As.
Note—This is Horse Shoe Cut Off.
MISSISSIPPI
No. 10.
Yazoo Biyou.
Delta
Horse shoe Bend

t can hardly be seen. You must keep near the island or bend of 55, until you come to the point on the left, one mile and a half below its foot; under this point is Burdow's chute. The island is not numbered. When opposite Burdow's chute, go over into Walnut bend on the right, keep down Walnut bend about five miles, or until you come to a false point and a frame house on the right, nearly opposite the second chute on the left, which is the lower mouth of Burdow's chute, then cross over to the left near the mouth of Burdow's chute, to avoid a low flat bar on the right below Dunn's wood yard. When a mile below the foot of Burdow's chute, you will see another little chute coming out on the left, from here ware gradually over to the right shore, and come in about two miles above the foot of Walnut bend; keep down near the right shore to the point on the right, then cross over to the left to avoid Ship and Battle islands.

Nos. 57 and 58, or Ship and Battle Islands, 16½ 544¼

Lie side by side, just below a right hand point; they are connected by a bar, which makes out considerably to the left of both. Channel to the left; there is six feet of water between these islands at a dead low stage, and is much nearer. When down to the point on your left, one and a half miles below the foot of Ship island, ware off slowly to the right shore, to the right of No. 59, or St. Francis island. Keep near the right shore until pretty close to its foot, then keep out to the left by its foot, then straight down by the bar on the left until nearly opposite the mouth of

St. Francis River and town of Sterling, lower side. 12 556¼

Then in a little nearer the right shore, until nearly opposite the point of Big Prairie on the right shore, then keep off to the left shore, in to the head of the left hand bend, opposite the head of Prairie island bar. On the lower side of St. Francis river is the commencement of a city called Curran.

No. 60, or Prairie Island,

Lies near the middle of the river and nearly two miles below the prairie, but the bar from the head extends up nearly opposite the prairie. Channel to the left of it, in low water. You may go to the right in a middling stage, taking care of a middle bar a little below the foot of the island. To avoid this middle bar pull out to the left and pass the foot of the island within 200 yards, or keep down the right shore by the mouth of the Bayou, close in to shore.

HELENA, right side. ---------- 10 568¼

Keep near the right shore from Helena, until near the point four miles and a half below, on the right, then cross in to the bend on the left at the upper wood yard to avoid Hunt's bar on the right, keep down the left shore to a false point on the left, just above

Yazoo Bayou, left side. ---------- 10 576¼

At the mouth of this pass is the commencement of a city called Delta. The Bayou is navigable from its mouth, in the Mississippi, (for keel or flat boats in high water) to the Yazoo river, nearly 300 miles above its mouth. Extensive cotton plantations are opening on and near it, between the Mississippi and Yazoo rivers. When nearly down to

the mouth of Yazoo Bayou, wear over near to the right shore, then ncline towards the point on the left, when well along side of the left hand point, wear off to the right into Horse-shoe Cut-off. The cut-off at low water is now quite gentle, but at high water you should keep near the point on the right at its upper mouth with a flat boat, to avoid being thrown against the island shore, after passing through it into the middle of the river, wear into the bend on the right.	10	586¼

Directions for Map No. 11.—Mississippi River.

Nos. 62 and 63. ---------- 14 600¼

Sixty-two lies close to the right shore, channel to the left of it, and when opposite the head of it, wear off to the left until you are in the middle of the river, then wear in to the right of the bar and island No. 63, keep pretty near the towhead and bar that make up from the head of 63 and near the island, (which is near the left shore) until you get to the point on the island a little above its foot, then go in to the bend on the right, keep down this bend until you get to the point on the right, then cross over into the left hand bend opposite the head of island. There is a good channel around 63, to the left of it; if you go around, keep the left shore, until near its foot, then out by the foot.

No. 64. 7 607¼

Lies nearest the right shore. A large bar makes up from the head of No. 64: channel to the left, and near to the left shore, until nearly up with its foot, then steer over for the foot of the island, and pretty close to the small island below, to avoid a bar on the left, opposite; and when past it, keep over for the left shore again.

No. 65, ---------- 7 614¼

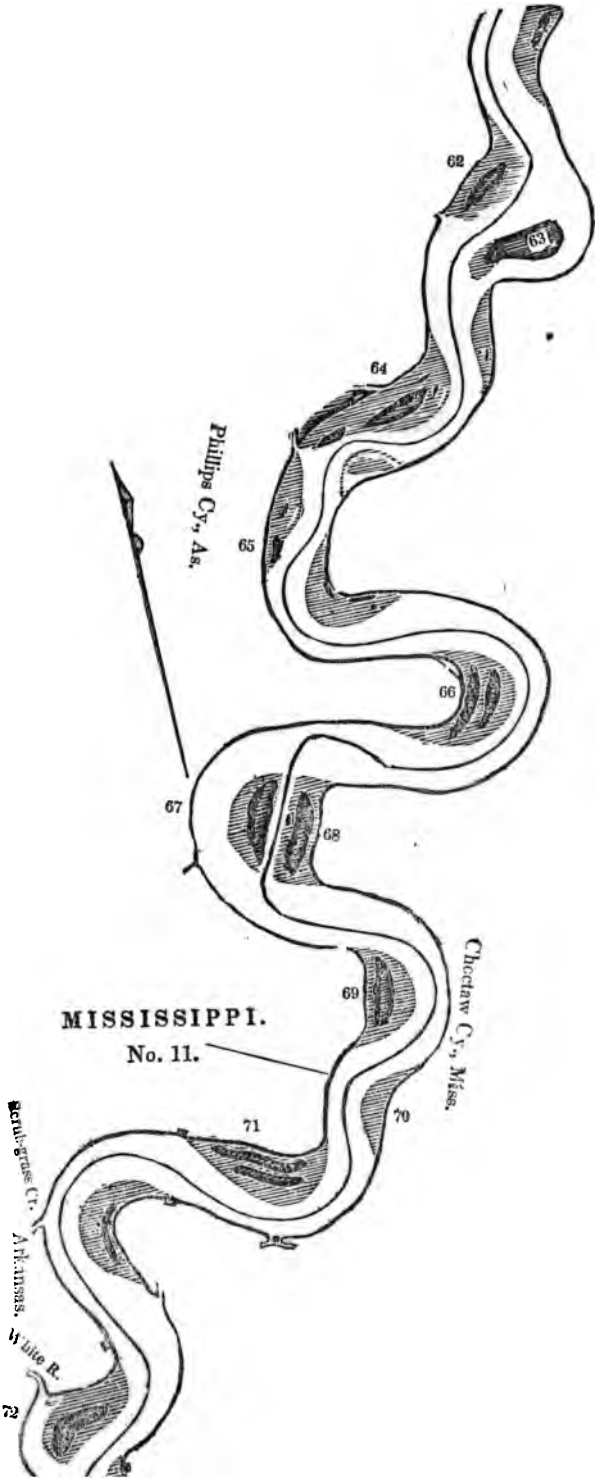
Lies close in a right hand bend. Channel to the left. Don't undertake to go in to the bend shore below its foot, until you are a mile below it. Here is a bar formed from the foot of 65, to near a mile below; when past this bar go in near the right shore to avoid the bar on the left that makes off from the point. Keep down the right hand bend shore to the point on the right.

No. 66,

With a smaller island along side of it, lies immediately below a right hand point, and connected by a large bar. Channel to the left, in the bend.

Nos. 67 and 68,----------

When you are in the bend about a mile below the foot of No. 66, and about a mile above the point on the left, go over to the right shore, keep down said shore below Tucker's wood yard, then wear off to the mid- 14 628¼


62
63
64
Phillips Cy., Ar.
65
66
67
68
69
Choctaw Cy., Miss.
MISSISSIPPI.
No. 11.
70
71
Scrubgrass Cr.
Arkansas.
White R.
72

dle of the river and near the head of the island No. 68, and down to the left of it, keeping close to it all the way.

No. 69,	7	635¼

Lies just below a right hand point. Channel to the left; and when past it, keep over to the right shore again. You may pass to the right of No. 69 at high water.

No. 71,	7	642¼

And another island along side of it, are just below a right hand point and are connected by a large bar. Channel to the left, in the bend; and as you approach the left hand point below, incline to the right again.

Montgomerie's Landing, right side, and VICTORIA, on the left.	12	654¼

This is one of the landings for those who are bound up the Arkansas river. The proper mouth of White river is nearly four miles below Montgomerie's landing, but it may be entered at little more than two miles, at high water, by taking the right of No. 72, or White river island. There is a bayou, or gut, miles up the White river, which communicates with the Arkansas about twenty-five miles from its mouth, with a current setting alternately from the one river to the other, as the flood in either may chance to predominate. Keep to the left from Montgomerie's landing, and when up with the left hand point, opposite the foot of No. 72, cross over towards the right shore, to avoid a bar below it, on the left; and when past it, keep well to the left again, to avoid a very large bar on the right, below.

Directions for Map No. 12.—Mississippi River.

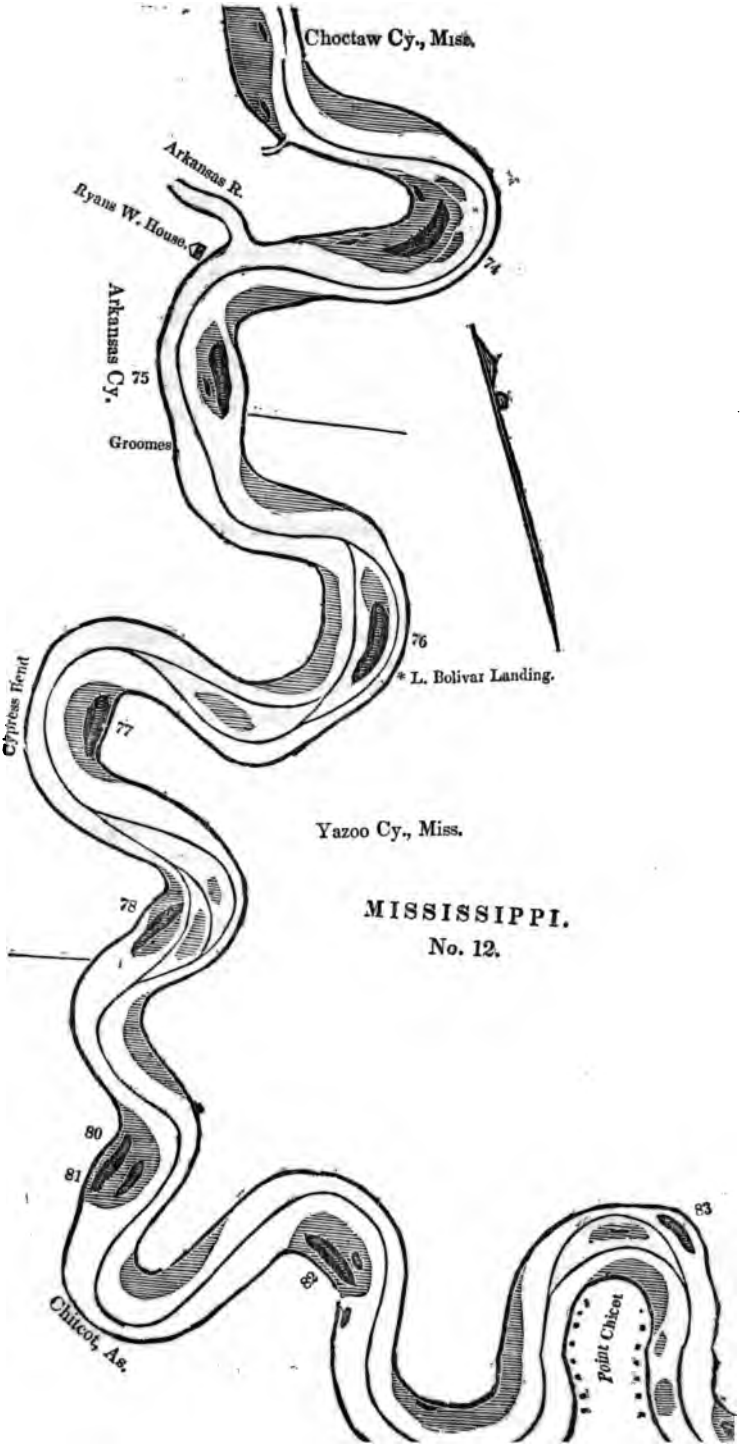
The towhead on the large bar on the right, is about the middle of the river. Channel to the left; and when up with the left hand point below, incline over towards the right shore, near a small towhead on the lower extremity of the bar, to avoid a large bar on the left.

No. 74,		

Just below the right hand point. A large bar makes up from the head of No. 74, and to the left of it. Channel to the left.

Arkansas River, right side;—and town of NAPOLEON,	20	674¼

Situated immediately at and below the mouth of Arkansas river; this is a flourishing little place and bids fair to become a town of importance. This river, from which the Arkansas Territory takes its name, is, next to Missouri, the largest western tributary of the Mississippi. The length of this mighty stream, which is said to meander a long distance in the Rockey Mountains, following its courses, is about 2000 miles. It pours a broad and deep stream from the mountains upon the *arid and sandy plains* below. The sand and the dry surrounding



MISSISSIPPI.
No. 12.

atmosphere absorb the water to such a degree, that in many seasons it may be forded many hundred miles below the mountains. Some of its tributaries are so impregnated with salt, as to render even the waters of the main stream unpotable. The alluvial earth along its banks contains so much salt, that cattle are said sometimes to be killed by eating it. To the distance of about 400 miles from its mouth, it has many lakes and bayous. In high water it is navigable for steam boats, as high up as Cantonment Gibson, at the mouth of Grand river, by water 750 miles.

LITTLE ROCK is situated about 300 miles, by the course of the river, and about 120 by land, above the mouth of the Arkansas. It is the Capital of the State of Arkansas. It stands on the south bank, on a very high stone bluff, and has been ironically named *Little Rock* from the prodigious size and masses of rock about it. The situation is healthy and pleasant, and being the metropolis, a considerable village has grown up here. It has a court house, jail, and a printing office, from which is issued a weekly newspaper.

No. 75, or Ozark Island,

Is about two miles below the mouth of Arkansas river. Channel to the right.

No. 76,	10	684¼

Lies rather nearest the left shore. In low water the deepest and safest channel is to the left of it. At the foot of 76 is the landing for Lake Bolivar, on the left. If you take the right, keep well towards the island, after you have passed its head, to avoid the shore bar on the right of it. About two miles below the foot of No. 76, is a large middle bar. Channel to the left—you may pass to the right at a tolerable stage of water. There is seven feet of water to the right when the bar is just bare. After passing this bar, you enter the Cypress bend.

No. 77,	10	694¼

Lies close in shore under the left hand point in the head of Cypress bend, and nearly two miles below Catfish point. This point is on the left, opposite the last mentioned middle bar.

No. 78,	10	704¼

Lies pretty close to the right shore, under the right hand point at the foot of Cypress bend. Opposite 78, on the left, there is a large bar with willows on it. Be about in the middle of the river opposite the head of 78, then wear in near the bar on the left, leave the bar one-half mile above its foot, and then into the shore on the left —the bend opposite No. 72, is Chocktaw bend—next bend on the right is Yellow bend.

Nos. 80 and 81,	8½	712½
Lie just below a right hand point, and are connected by a large bar. Channel to the left, in the bend; and when past the islands, keep well to the right, to avoid a large bar round the left hand point, below.		
No. 82,	10	722½
Lies close under a right hand point. Channel to the left. You may take the right at a tolerable stage of water, by keeping close to the right hand point above. After passing No. 82, incline towards the right shore. Here you enter the Spanish Moss bend.		
COLUMBIA, right side	15	737½
This is the seat of justice for Chicot county, and the town is in or a little below the middle of Spanish Moss bend.		
Point Chicot Settlement, on the right.	4	741½
When you are up with this point, where the current leaves the shore, ware over into the left shore, keep down this shore about a mile and a half, to a false point on the left, then pass out to the right, between two bars, and down by the foot of the island on the left, and down the shore by Greenville, which is the head of		
Bachelor's Bend,		
Is the bend on the left, commencing at the foot of Chicot island. This bend is full of splendid cotton plantations, once owned principally by Bachelors, from whence it derived its name.		
No. 84, or Physic Island,	9	750½
Lies under the point on the left at the foot of Bachelor's bend. Channel to the right, in the bend. When opposite the foot of Physic island, incline to the left to avoid the bar on the right, and when up with the point on the left opposite Old river Bayou, incline to the right again, and when up with the right hand point, go over to the left into Eggs, or Shirt Tail bend, to avoid Stephenson's bar on your right.		

Directions for Map No. 13.—Mississippi River.

When you are at the foot of Shirt Tail bend, or at Eggs point, on the left, go over into the bend on the right. Under the next point on the right are

Nos. 86 and 87.	20	770½
Channel to the left, in Kentucky bend, in all stages of water. A little below the foot of 87, on the left hand point, is Worthington's Landing. From this point you cross over to the right into Mathers' bend. When up with the point on the right, at the foot of Mathers' bend, you make a long crossing between two bars in to the left shore, below Princeton.		

Chicot Cy., As.
85
86
87
Worthington Landing.
Yazoo Cy., Miss.
88
Grand Lake.
89
* Princeton.
MISSISSIPPI.
No. 13.
Bunches Bend
91
92
Concordia Cy., La.
93
L. Providence

PRINCETON, left side.	12	782¾

This is the principal landing place for the planters on Lake Washington, about five miles back from the river.

No. 89,

Lies opposite Princeton. Channel to the left at all times between two bars. When up with the left hand point below Princeton, wear over towards the right shore below Grand Lake Bayou, to avoid the bar on the left of Searah's island, and when up with the right hand point below, go over to the left, and pass through.

Bunches Behd Cut-off.

This cut-off is the main channel of the river, and it cuts off about 18 miles. The upper mouth of the old bed of the river now goes dry in low water. The lower mouth is nearly dry also. In going through this cut-off, keep in the middle of the river, and then down towards the head of island 92.

No. 92,

Lies near the middle of the river, about two miles below the foot of the cut-off island. Channel to the right, and middling close to the head of the island.

No. 93,	7½	800¼

Lies near the middle of the river. Channel to the left, and near the left shore for three miles down Stack island reach. Below the foot of 93, two and a half miles, go over to the right shore.

No. 94, or Stack Island,

As it was formerly called. The original island disappeared several years ago, and left only a dry sand bar; but it is now again fast growing up to an island. Channel to the right. The lower end of Lake Providence is nearly opposite to Stack island, on the right, about three quarters of a mile from the river.

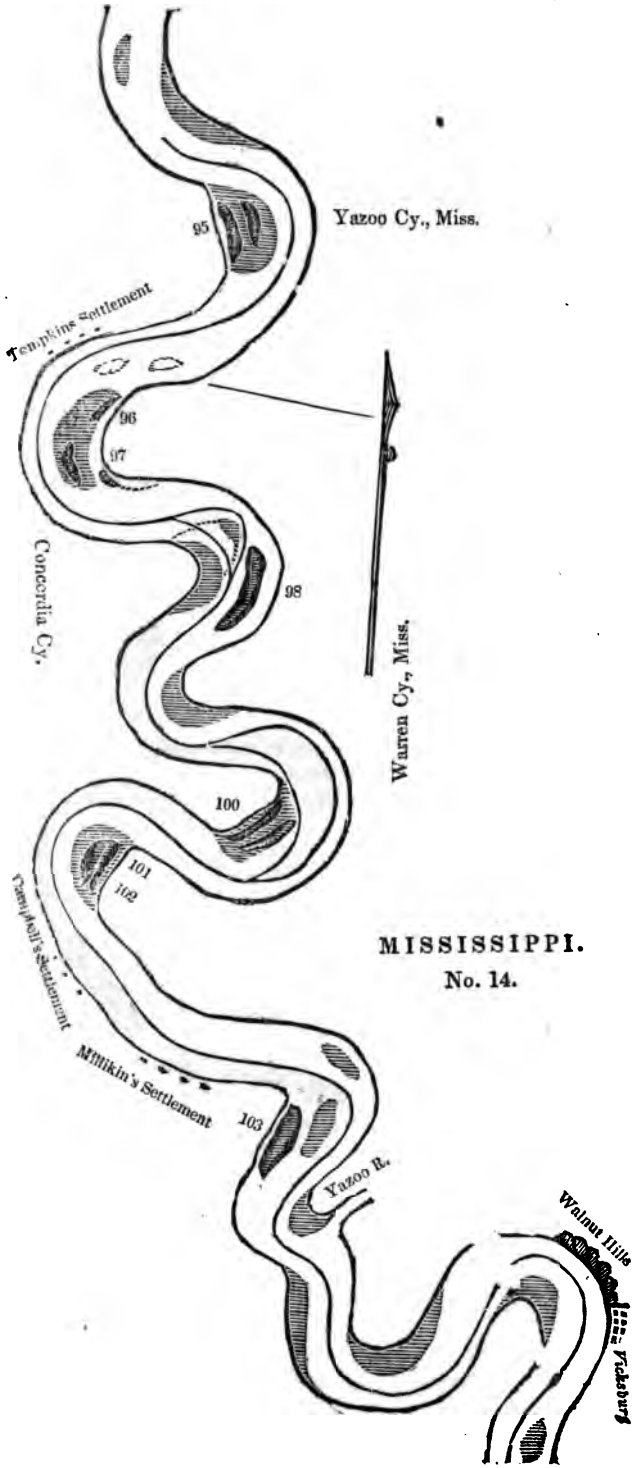
Lake Providence Landing, right side,	12	812¼

About a mile below Stack island. Keep down near the right shore nearly 8 miles, when up with the point on the right, go over into the bend opposite No. 95.

Directions for Map No. 14.—Mississippi River.

No. 95,

And a smaller island, connected to it by a large bar, is immediately



MISSISSIPPI.

No. 14.

below a right hand point. Channel to the left.

Tompkins' Settlement, right side. ---------

15 827¼

There is a middle bar a little above Tompkins' settlement. Channel to the left of it, and to the right of Nos. 96, and 97, just below it. Nos. 96, and 97, are connected by a large bar.

No. 98,----------

10 837¼

Lies in a left hand bend. Channel to the right. A very deep bar stretches across from the right hand point, to within one hundred and fifty yards of the left shore, above the head of No. 98, which consequently throws the channel close in to the left shore, above, keep close to the head of the island 98, and the island all the way, to avoid the bars on the right. Keep towards the right shore round the left hand point below.

No. 100. ----------

8 845¼

Another island, and several small towheads, are just below a right hand point. The channel is to the left of the two islands, near the middle of the river, but you must go to the right of a towhead bar, lying in the bend on the left, opposite the islands. This bend is very similar in shape to the Horse Shoe Bend; it is nearly eleven miles in extent, and only about 300 yards across, from the upper to the lower part, and breaking away fast on both sides; consequently, we may expect soon to have another cut-off at this place.

Nos. 101 and 102, ----------

8 853¼

Just below a left hand point. These two islands are in one, (as Paddy might say,) and the one above is in two, as we all may perceive. Channel to the right of Nos. 101, and 102.

Millikin's Settlement,

Three or four miles down, on the right.

No. 103, or Pawpaw Island,----------

12 865¼

Lies under the right hand point at the foot of Millikin's bend. Channel to the left. You pass near the head of the island, and make a long crossing in to a wood yard in the left hand bend, close to a dry bar on the left, which is bluff. If the river is not very low, you may go down the chute to the right of the island, but if you run to the right of the island, keep close to the point above. When past the foot of Pawpaw island, keep near the right shore to the point opposite.

Yazoo River, left side.	8	873¼

The Yazoo River takes its rise in the North Eastern part of the State of Mississippi, and takes its name at the point of junction with it of the Yellabusha, and Tallehatchee rivers, 260 miles above its mouth. Laflone is the chief town at the mouth of Tallehatchee and Yallebushe and at the head of steamboat navigation; however, there is small steamers running still higher up these tributaries, in high water; the country adjacent to this beautiful river, in a very few of the late years, has risen in agriculture and wealth beyond comparison; about ten steamers ply between Laflone and New Orleans, in the cotton season, as regular packets, passing the flourishing towns of Yazoo City and Tchula, the former 100 miles and the latter 190 miles from its junction with the Mississippi; navigation on the Yazoo river is safer than any other river in the south or west. The importance of the Yazoo country can better be judged by its productions of cotton,—the number of bales coming out of that river annually is set down at 140,000.

When up with the point on the left below Yazoo river, incline over into the bend on the right, keep down in this bend to the point on the right, then go over to the bend on the left, a little above the

Walnut Hills, left side.	10	883¼

These beautiful hills, about two miles in extent on the river, rise boldly, though gradually, with alternate swells and gullies, to the height of nearly five hundred feet; and being under the highest state of cultivation, form the most beautiful prospect to be met with on the lower Mississippi.

VICKSBURGH, on the left.	2¼	885½

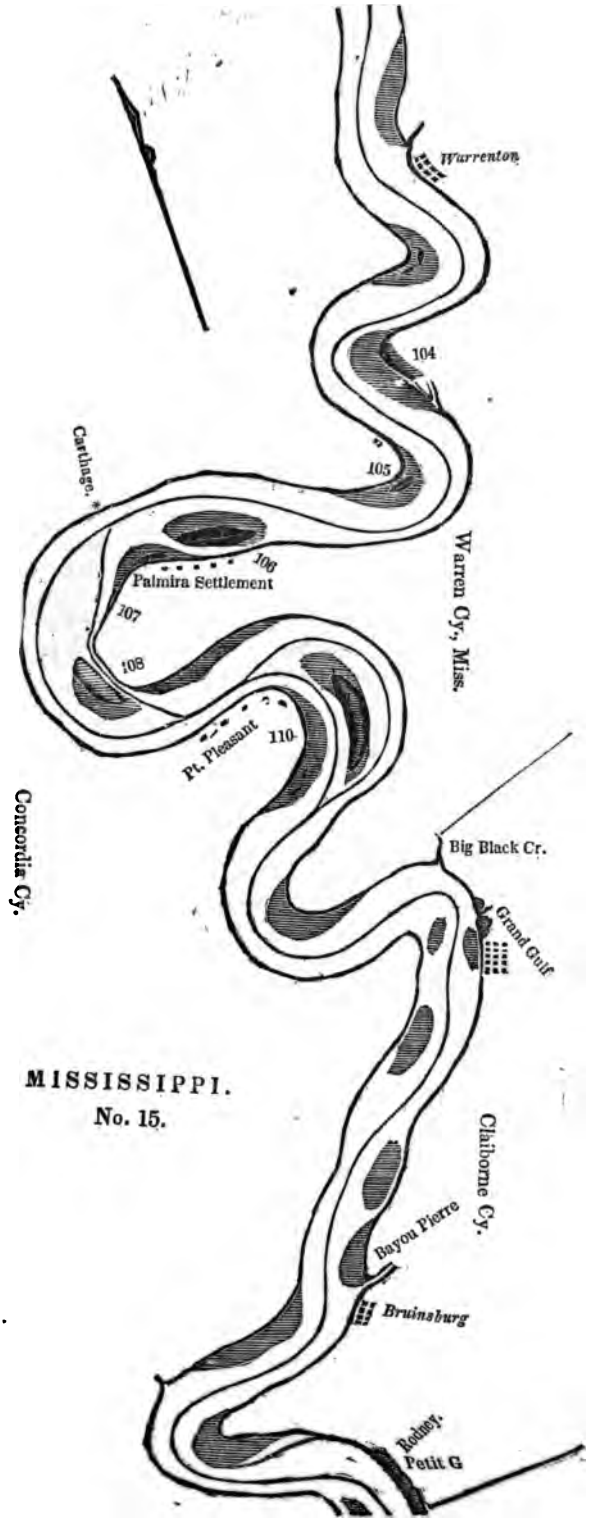
This town, situated just below the Walnut Hills, is one of the many towns of the western country which have been the growth of a few years. Although of late origin, it has already become a large village, with a great number of stores, lawyers, physicians, &c. A newspaper is printed here, and it is a place of much trade and business. A number of boats are always lying in the harbor, and a great quantity of cotton is shipped here. Steam boats regularly ply between this place and New Orleans. The town is singularly situated on the shelving declivity of high hills, and the houses are scattered in groups on the terraces, it contains about 450 houses 5000 inhabitants.

About two miles and a half below Vicksburgh, is a large bar on the left. Channel to the right.

Directions for Map No. 15.—Mississippi River.

WARRENTON, on the left.	10	895½

Keep to the left, round the right hand point, below Warrenton; and at the left hand point, two or three miles further down, keep well over to the right, in the bend, round the bar of No. 104. Six miles further down, keep well over to the left, to avoid the bar at the point on the right.

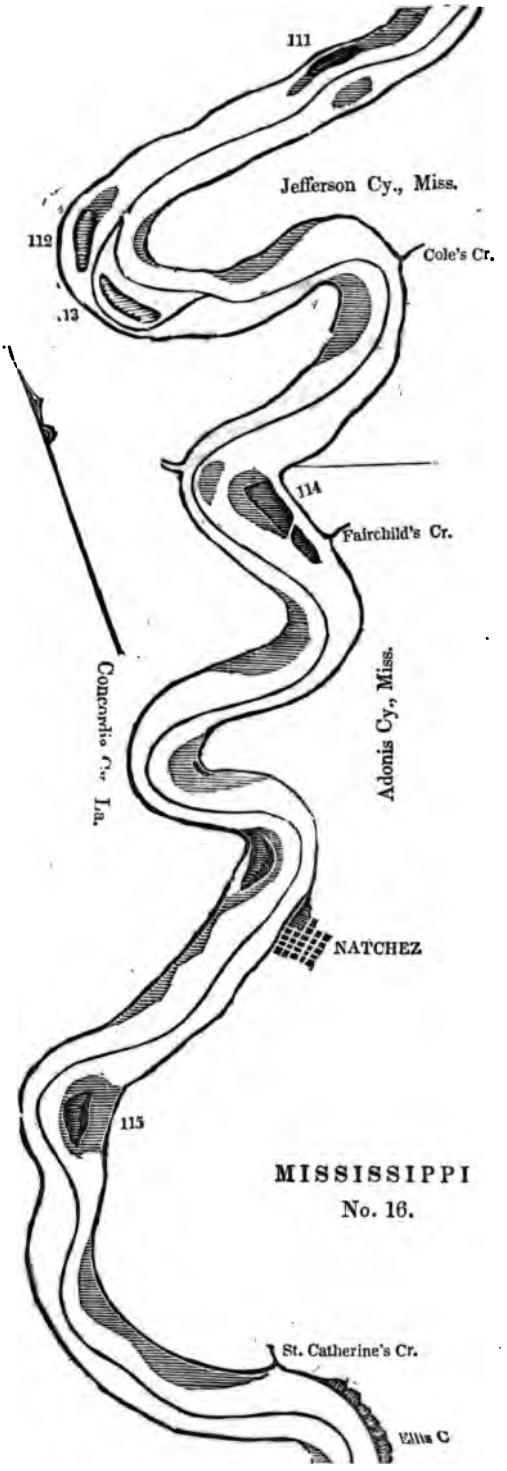

Warrenton
104
105
Carthage
106
Palmira Settlement
107
108
Warren Cy, Miss.
Pt. Pleasant
110
Concordia Cy.
Big Black Cr.
Grand Gulf
MISSISSIPPI.
No. 15.
Claiborne Cy.
Bayou Pierre
Bruinsburg
Rodney
Petit G

No. 106, or Palmyra Island. This island lies near the left shore. It is about two miles and a half long. Channel well over to the right shore in the bend.	15	910¾
CARTHAGE Landing, right side.	4	914¾
Second Palmyra Island. extinct. Channel to the right, in low water. There is another island almost adjoining the foot of this island, called the Third, or Lower Palmyra island, which is larger than the Second. If you go to the left of the Second Palmyra island, you must keep to the left of the Third. If you go to the right of the Second, take the right of the Third of course.	1	915¾
POINT PLEASANT, right side. This is the first point on the right after you pass Palmyra islands.	10	925¾
No. 110, or Big Black Island, Lies in the middle of the river about a mile below Point Pleasant. Channel, at low water, to the left; but the right is preferable at a middling stage of water. A large bar makes up from the head of No. 110. If you take the right, keep well towards the island, after you have passed the bar at its head. Two and a half miles below the foot of No. 110, is a large bar, round the left hand point. Keep well to the right, in the bend, round the point.		
Big Black Creek, left side. Here the river turns suddenly to the right, occasioned by a high bluff point, (rocky at its base,) about three quarters of a mile below the creek. This is called the *Grand Gulf*. There is a large eddy just below the bluff, on the left; and another opposite to it, just below the right hand point. It requires some judgment, and often some exertion with the oars, to steer clear of these eddies. At low water, the current forces very strong on the left shore, above the bluff; and as you approach the bluff, it forces as strong out towards the middle of the river, and will generally carry you through betwixt the eddies without much pulling at the oars. After you have passed the gulf, keep towards the left shore, to avoid a bar on the right, about two miles below. Two miles further, keep to the right again, to avoid the bars on the left.	14	939¾
GRAND GULF Town, left side. The landing is very good at the lower end of the eddy to the left.	2	941¾
Bayou Pierre, left side. Keel boats can ascend this Bayou a great part of the year, as far as Port Gibson, about twenty-eight miles from its mouth. Port Gibson is a very flourishing town of Mississippi state, and is the seat of justice for Claiborne county. As you approach Bayou Pierre, come no nearer the left shore than mid-river, until you are past its mouth, then steer in towards Bruinsburgh, on the left, to avoid the bar on the right, opposite. There is a deep bar at the left hand point, three and a half miles below Bruinsburgh. Channel to the right, in the bend.	10	951¾

Petit Gulf, left side.	10	961½
Here the river makes a short turn again to the right, occasioned by a bluff in the bend, on the left. There is an eddy under the point, on the right. Channel nearest the left shore.		
RODNEY, left side.		
This town is situated below and along side of the bluffs at the Petit Gulf.		

Directions for Map No. 16.—Mississippi River.

No. 111.	3	964½
Lies close to the right shore. Channel to the left, and close to the island, to avoid a hard bar on the left, opposite; and when nearly up with its foot, keep short to the left, to avoid the bar below.		
Nos. 112, 113,	7	971½
Lie nearest to the right shore, in the bend, best water to the left of the first and to the right of the second. You may go to the left of the second island in the lowest water with a flat boat drawing two feet and a half; but it is not safe between the islands.		
Cole's Creek, left side.	8	979½
Here the river takes a short turn again to the right, and a large bar makes below the right hand point. Channel to the left.		
No. 114, or Fairchild's Island.	7	986½
Channel to the right, and close in to the bend, round its bars. At a middling stage of water you may pass to the left, by hugging the left hand point above pretty close. Keep well to the left, round the right hand point, below Fairchild's island. There is a very deep bar at the left hand point, nearly six miles below No. 114. Channel in the bend, near the right shore.		
NATCHEZ, on the left.	15	1001½
This city is romantically situated on a very high bluff of the east bank of the river, and is much the largest town in the state of Mississippi. The river business is transacted in that part of the city which is called "Under the Hill." Great numbers of boats are always lying here, and some very respectable merchants reside in this part of the city. The upper town is elevated on the summit of the bluff, 300 feet above the level of the river, and commands a fine prospect of the surrounding landscape. The country on the eastern bank is waving, rich, and beautiful, the eminences presenting open woods, covered with grape vines, and here and there neat country houses. This part of the town is quiet; the streets broad; some of the public buildings are handsome; and the whole has the appearance of comfort and opulence.		


111
Jefferson Cy., Miss.
112
Cole's Cr.
113
114
Fairchild's Cr.
Adonis Cy., Miss.
NATCHEZ
115
MISSISSIPPI
No. 16.
St. Catherine's Cr.

Many rich planters live here; and the society is polished and respectable. It is the principal town in this region for the shipment of cotton, with bales of which, at the proper seasons of the year, the streets are almost barricaded; and it is the market for the trade of the numerous population of the contiguous country. Notwithstanding the elevation, and apparent healthiness of the city, it has often been visited by the Yellow Fever. It is owing to this circumstance that the population does not increase so fast as might be expected from its eligible position. It is at present supposed to contain about 1500 houses, and above 6000 inhabitants. It has 3 churches, a handsome court house, four banks, two book stores, three printing offices, and the usual number of mercantile stores.

As you approach the right hand point, above Natchez, incline towards the left shore, to avoid the large bar on the right, above the town. If you do not intend to land at Natchez, incline out towards the middle of the river, as you approach the landing, to avoid the eddy.

No. 115, or Natchez Island,	6	1007¾

Channel, at low water, to the right.

St. Catharine's Creek, left side.	12	1019¾
Ellis' Cliffs, on the left,		

Are nearly a mile below St. Catharine's creek. Channel about midway between the cliffs and right hand point.

Directions for Map No. 17.—Mississippi River.

No. 116,	7½	1027¼

Channel to the left, and near to No. 116. About four miles below No. 116, is Deadman's bar, below a right hand point. Channel to the left. Between four and five miles below Deadman's bar, there is a deep bar below the left hand point. Channel over towards the right shore.

No. 118,	16	1043¼

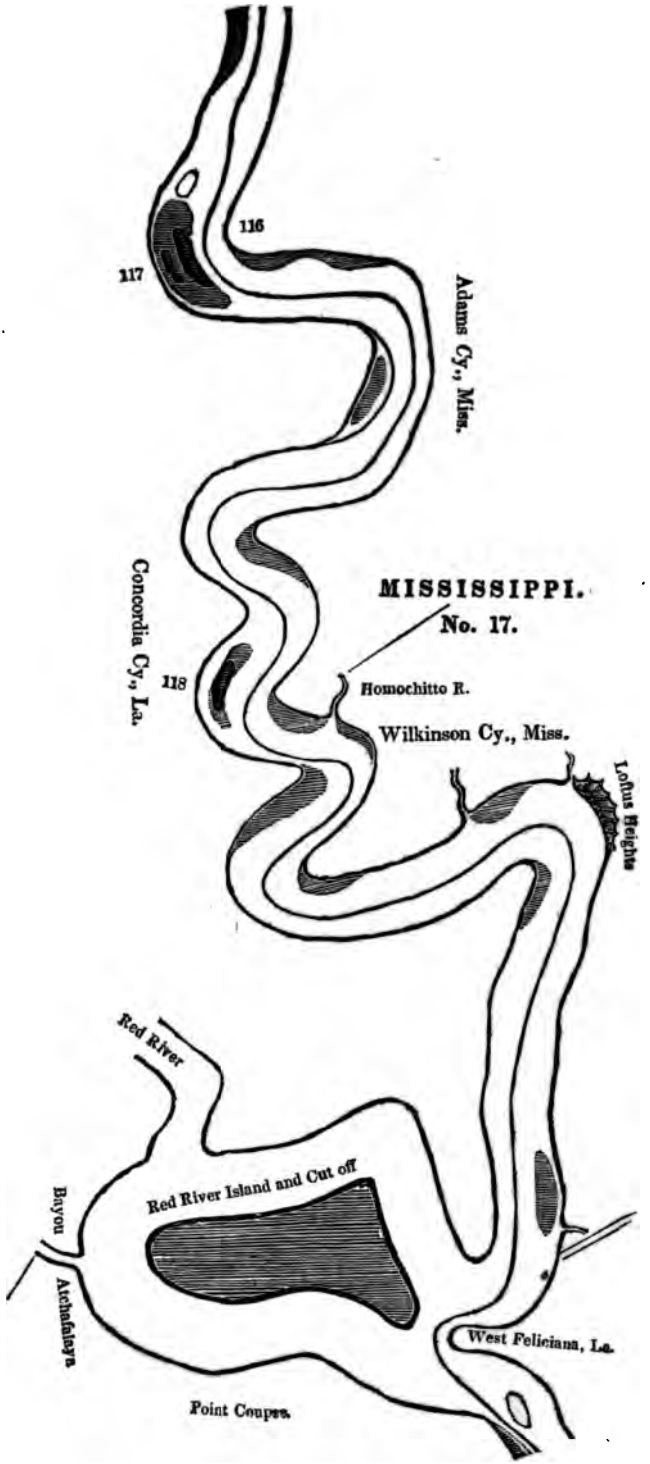
Lies near the right shore. Channel to the left.

Homochitto River, left side.	3	1046¼

Channel past Homochitto, nearest the right shore; and when up with the right hand point, shoot over into the bend, on the left, to avoid a deep bar on the right, below the point.

Loftus' Heights, and Fort Adams, left side.	10	1056¼

Channel near the middle of the river. Between six and seven miles below Fort Adams is a bar on the left. Channel to the right, and near the right shore, until you are nearly up with the right hand point,


116
117
Adams Cy., Miss.
MISSISSIPPI.
No. 17.
Concordia Cy., La.
118
Homochitto R.
Wilkinson Cy., Miss.
Loftus Heights
Red River
Red River Island and Cut off
Bayou
Atchafalaya
West Feliciana, La.
Point Coupee.

at the lower end of the reach. Here you will pass through Shreve's cut-off.

Red River, (Upper Mouth,) right side. ---- 11 1067½

This is one of the most considerable tributaries of the Mississippi; and as little is generally known concerning it, the following accurate and authentic description is extracted from the excellent geography of Mr. Flint, lately published.

It takes its rise in a chain of hills near Santa Fe, in New Mexico, called the Caous mountains. In its upper course, it receives the waters of Blue river, and False Washita. It winds through a region of prairies, on which feed droves of buffalo, cattle, and wild horses. These immense prairies are of a red soil, covered with grass and white vines, which bear the most delicious grapes. It receives a great many tributaries, that water an almost boundless region of prairies, forests, bottoms, and highlands. Much of this country is exceedingly fertile, and capable of producing cotton, sugar-cane, grapes, indigo, rice, tobacco, Indian corn, and most of the productions of the more northern regions. The width of its channel, for four hundred miles before it enters into the Mississippi, does not correspond with its length, or the immense mass of waters which it collects in its course from the Rocky Mountains. In high waters, when it has arrived within three or four hundred miles from its mouth, it is often divided into two or three channels, and spreads into a line of bayous and lakes, which take up its superabundant waters, and are a considerable time in filling, and prevent the river from displaying its breadth and amount of waters, as it does in the high lands, five hundred miles above. About ninety miles above Natchitoches, commences what is called the *Raft*, which is nothing more than an immense swampy alluvial of the river, to the width of twenty or thirty miles. The river here, spreading into a vast number of channels, frequently shallow, of course, has been for ages clogging up with a compact mass of timber and fallen trees, wafted from the regions above. Between these masses, the river has a channel, sometimes lost in a lake and found again by following the outlet of that lake back to the parent channel. There is no stage of water in which a keel boat, with an experienced pilot, may not make its way through the Raft. The river is blocked up with this immense mass of timber, a distance, by its meanders, of between sixty and seventy miles. There are places where the water can be seen in motion under the logs. In other places, the whole width of the river may be crossed on horse-back. Weeds, flowering shrubs, and small willows, have taken root upon the surface of this timber, and flourish above the waters. It is an impediment of incalculable injury to the navigation of this noble river, and the immense extent of country above it. There is probably no part of the United States, where the unoccupied lands have higher claims from soil, climate, intermixture of prairies and timbered lands, position, and every inducement to population, than the country above the Raft; where the river becomes broad, deep, and navigable for steamboats, in moderate stages of water, for nearly one thousand miles towards the mountains. The state of Louisiana has made an effort to have it removed, and the gen-

eral government have made an appropriation, and caused an inquiry and survey to be made for the same purpose. The valley of this interesting river has a width of three or four miles, as high as Kiamesia, nearly one thousand miles from its mouth. It broadens as it slopes towards the Mississippi, and has, for a long distance from its mouth, a valley from six to eighteen miles in width. Of all the broad and fertile alluvials of the Mississippi streams, no one exceeds this. It compares in many more points, with the famous Nile, than the Mississippi, to which that river has so often been likened.

ALEXANDRIA is situated on the south bank of Red river, half a mile below the falls, at the mouth of Bayou Rapide, seventy miles by land, and one hundred and fifty following the course of the river, from the Mississippi. It is the seat of justice for the parish, has a bank, a newspaper, a number of stores, &c. It is central to the rich cotton country of Bayous Rapide, Robert, and Bœuf.

NATCHITOCHES is eighty miles above Alexandria. It is the last town of any size towards the south-western frontiers of the United States. The Spanish trade, for a considerable distance into the interior of the Mexican states, centers here; and it is the great thoroughfare for people going to and returning from those states. It is a very old town, having been established above one hundred years ago. It is considerably larger than Alexandria. The population is a mixture of American, Spanish, and French. It is at present a growing place, and will probably one day become the largest town in this country, except New Orleans. There are many respectable families here; and the opulent planters have houses in the town, for the sake of society. The people are excessively fond of balls and dancing. It has a pleasant society, and a weekly newspaper, in French and English. The relations of this place with the immense country on the river above, and with the interior of the Spanish country, must necessarily be extended. It is beautifully situated on the shore of the river, and extends back to the pine bluffs, on which there are already some handsome houses. It is at the head of steam boat navigation. This place has experienced the successive regimes of the savages, the Spanish, French, and Americans, and has had its war dances, fandangoes, French balls, and American frolics. The traces of the ancient grave-yard are almost erased. Indians, Spanish, French, Americans, Catholics, and Protestants, lie here in mingled confusion.

Two or three leagues west of Natchitoches, is the ancient Spanish town of ADAYES. We can see no where in the United States so fair a sample of an ancient Spanish town, as this. The houses are of the construction of an hundred years ago. A little old church, with three or four bells, some of them cracked, and some coarse paintings, give the church an air in keeping with the town. The inhabitants are all Spanish.

Bayou Athcafalaya, or Chaffaliar, as it is generally called, is about three miles below Red river, on the right. At high water, there is considerable of a draft into the Chaffaliar.

Sister Islands, or No. 119. ..... 4 1071½

Here was formerly, three islands: but for a number of years only one

has remained, and lately that has disappeared. Channel near the left shore as soon as you pass the cut-off bar on the left.

Directions for Map No. 18.—Mississippi River.

Four and a half miles below the Sister Island bar, keep over towards the right shore, in the bend; and when you approach the right hand point, above Raccourci, keep to the left again.

Bayou Raccourci, right side.	14	1085¼

Here the river takes a very short turn to the left. There is a very large eddy in the bend, on the right; keep well towards the point on the left, then straight across for the right shore, below the eddy. There is a large bar and willow island below the right hand point, about seven miles below Raccourci. Channel to the left.

Bayou Tunica, left side.	15	1100¼
No. 122, or Tunica Island.	5	1105¼

Channel right side. There is a large eddy on the left, about a mile below Tunica Island; when you are up with the right hand point, opposite, keep over for the left shore, below the eddy. Keep near the left shore for about two miles, and then nearest the right shore, until you enter Point Coupee reach.

Bayou Sara, left side.	22	1127¼

ST. FRANCISVILLE,

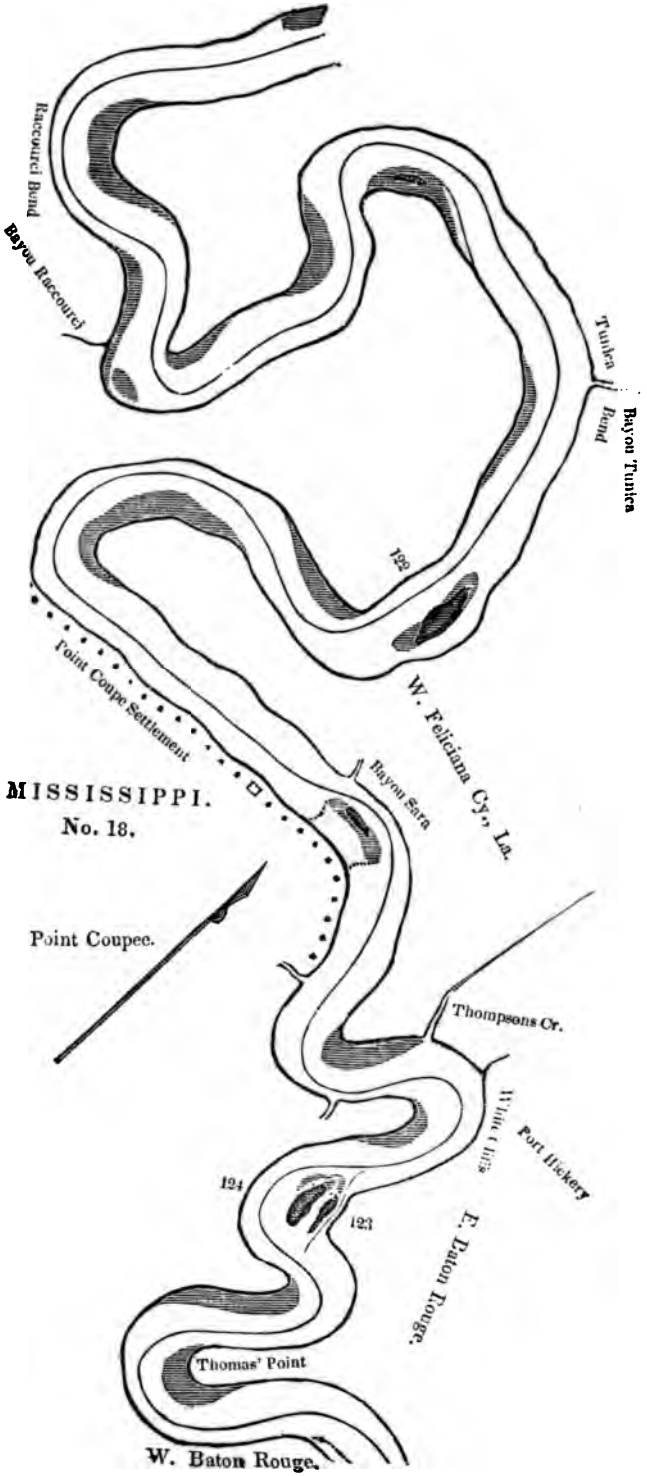
Is a growing village, of nearly the same size as Baton Rouge, situated a few miles below. A weekly paper is printed here, and it is a place of considerable trade. Bayou Sara, by which it communicates with the Mississippi, is a noted place for descending boats, and great quantities of cotton are shipped here. The country through which Bayou Sara runs, is rich, thickly settled, and well cultivated. On the opposite shore, is POINT COUPEE, a wealthy French settlement. Here the levee commences, and extends from hence to New Orleans. There is a bar and small island in the middle of the river, nearly opposite Bayou Sara. Channel, at low water, to the left.

Fausse Riviere, right side.	6	1133¼

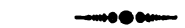
A deep bar makes from the left hand point, just below Fausse Riviere; but, as the current forces very strong on to the right shore, in the bend below, it requires more precaution to keep clear of the bend, than of the bar below the left hand point.

White Cliffs, left side.	5	1138¼

Channel about the middle of the river.

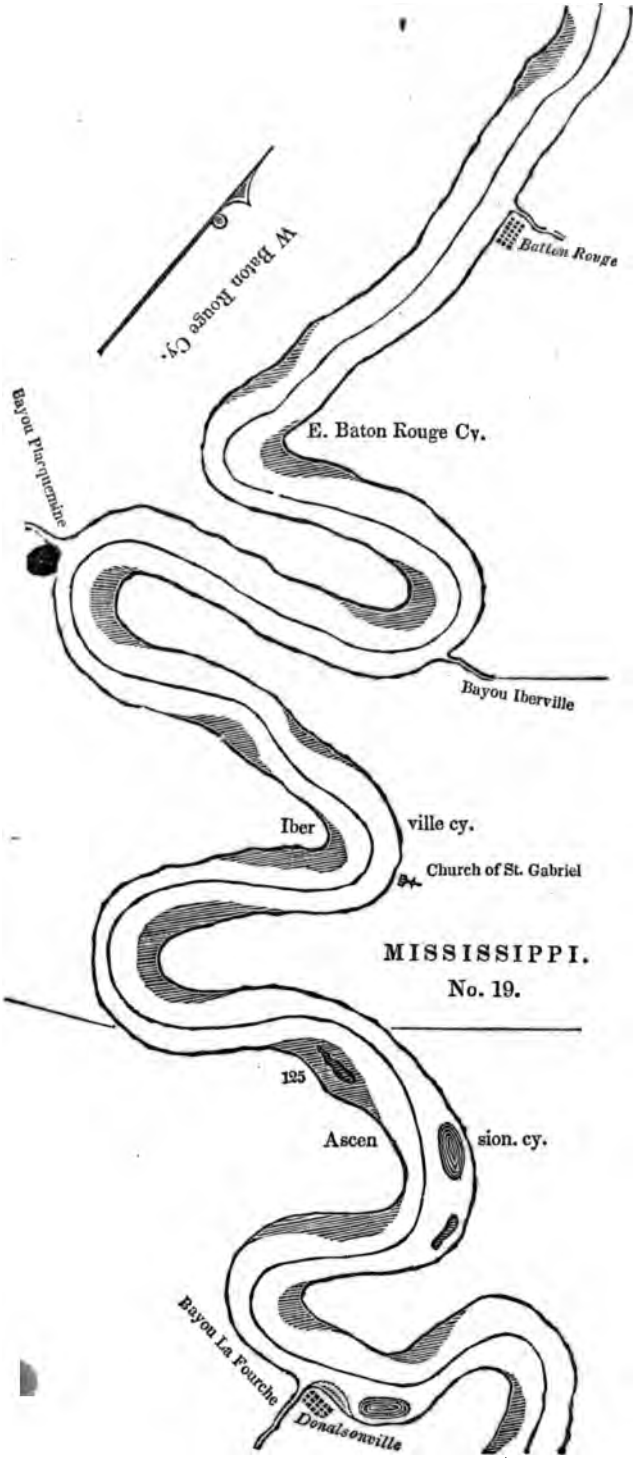

Raccourci Bend
Bayou Raccourci
Tunica Bend
Bayou Tunica
192
W. Feliciana Cy., La.
Point Coupe Settlement
Bayou Sara
MISSISSIPPI.
No. 18.
Point Coupee.
Thompsons Cr.
Willow Hills
Port Hickey
124
123
E. Baton Rouge.
Thomas' Point
W. Baton Rouge.

Nos. 123, 124, or Prophet's Island.	4	1142¼
A large bar makes up from the head, and to the right of Prophet's Island. Channel, at low water, to the right, in the bend. Except at very low water, there is a good channel to the left of these islands. Round the point, on the right, below Prophet's Island, keep about the middle, and then incline towards the left shore.		
Thomas' Point, left side:	9	1151¼
Channel to the right, in the bend. About four miles below Thomas' point, you enter Baton Rouge reach.		



Directions for Map No. 19.—Mississippi River.

BATON ROUGE, left side.	12	1163¼
This place is handsomely situated on the last bluff that is seen in descending the river. The site is thirty or forty feet above the highest overflow of the river. This bluff rises from the river by a gentle and gradual swell. The United States' barracks here, are built in a fine style; and are supposed to be among the handsomest and most commodious of that kind of works. From the esplanade, the prospect is delightful, commanding a great extent of the coast, with its handsome houses and rich cultivation below, and an extensive view of the back country at the east. The village is tolerably compact, and has a number of neat houses. The town itself, especially in the months when the greatest verdure prevails, as seen from a boat in the river, rising with such a fine swell from the banks, and with its singularly shaped French and Spanish houses, and its green squares, looks like a finely painted landscape.		
Bayou Manchac, or Iberville, left side.	15	1178¼
Channel nearest the left shore, in the bend.		
Bayou Placquemine, right side.	8	1186¼
This bayou affords the best communication to the rich settlements of Attakapas and Opelousas. There is a bar round the left hand point, opposite to Bayou Placquemine. Channel nearest the right shore. There is a bar on the right, rather more than four miles below Placquemine; here keep to the left for about two miles, then incline to the right again.		
Church of St. Gabriel, left side.	10	1196¼
(Commonly called Manchac Church.) Keep nearest the left shore, until you are two miles below the Church, then incline to the right.		


W Baton Rouge Cy.
Batten Rouge
E. Baton Rouge Cy.
Bayou Plaquemine
Bayou Iberville
Iber
ville cy.
Church of St. Gabriel
MISSISSIPPI.
No. 19.
125
Ascen
sion. cy.
Bayou La Fourche
Donalsonville

No. 125, or Claybournes' Island.	12	1208¼

Is a small island, lying nearest the right shore. Channel to the left. Two miles above its head, keep well over to the left; and when past the island, incline to the right, and keep nearest the right shore, until you are up with the head of a small willow island in the bend, below, then cross over to the left.

Bayou La Fourche, right side.	12	1220¼

This bayou is well settled on both sides, for nearly thirty leagues. It affords another communication to the Attakapas and Opelousas settlements. From La Fourche to New Orleans, there is no obstruction to the navigation; a few eddies in the bends only to be avoided.

DONALDSONVILLE, right side.

This place which has been established by the state of Louisiana as the seat of government, stands immediately below Bayou La Fourche. It is rising fast in importance, and will necessarily increase in wealth and population, and receive all the advantages arising from its being the political metropolis of the state.

The general course of the Mississippi from this to New Orleans is nearly east. There is a large eddy on the right, about a mile and a half below La Fourche. Keep nearest the point on the left.

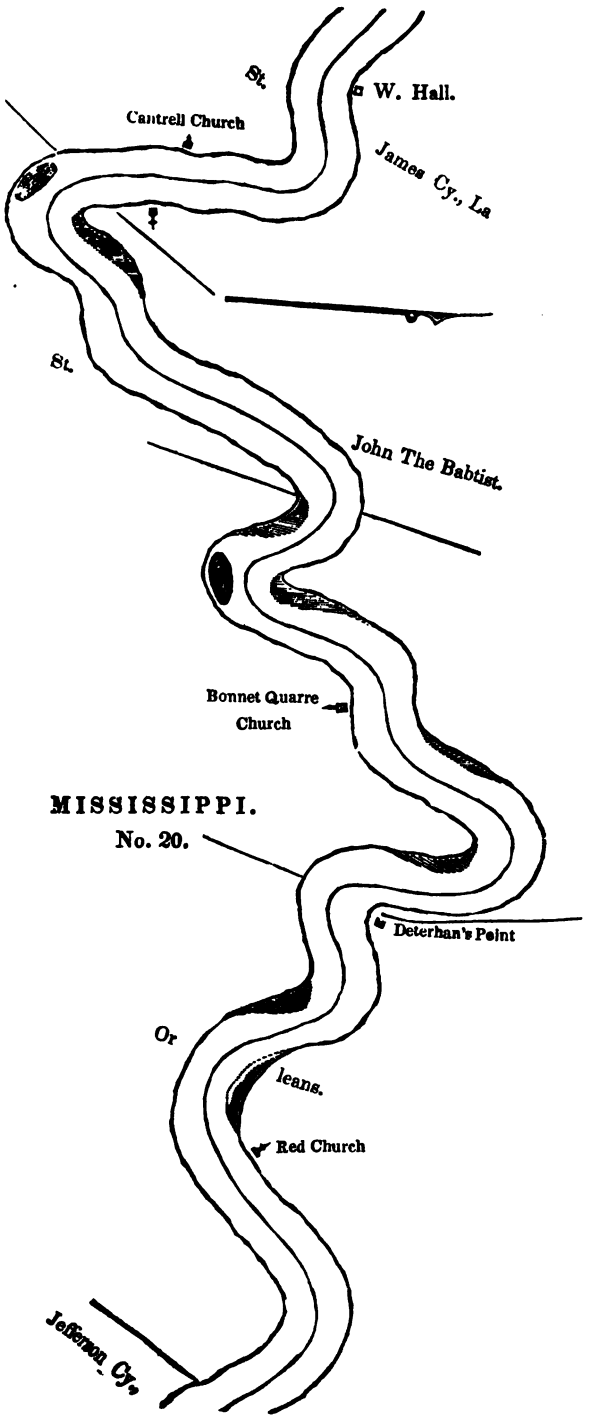
Hampton's Plantations.	5	1225¼

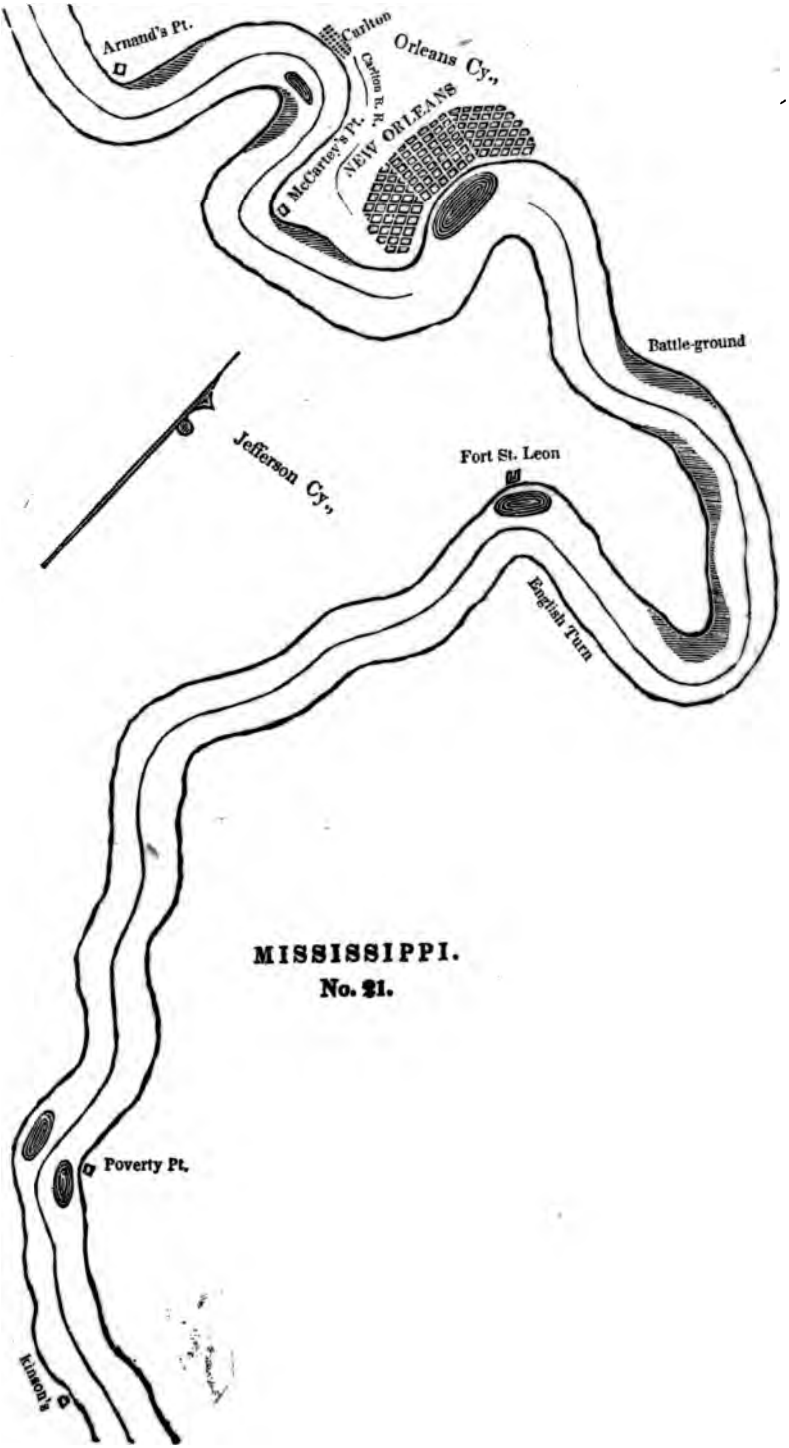
Directions for Map No. 20.—Mississippi River.

WHITE HALL, left side.	5	1230¼
Cantrell Church, right side 6—left side 7.	7	1237¼

Keep near the point, on the left, below Cantrell Church, to avoid a large eddy in the bend, opposite.

Bonnet Quatre Church, right side.	24	1261¼
Detrehan's Point, left side.	8	1269¼
Red Church, left side.	8	1277¼
Arnold's Point, left side.	10¼	1287¼


St.
W. Hall.
Cantrell Church
James Cy., La
St.
John The Babtist.
Bonnet Quarre
Church
MISSISSIPPI.
No. 20.
Deterhan's Point
Or
leans.
Red Church
Jefferson Cy.


Arnaud's Pt.
Carlton
Orleans Cy.,
Carlton R. R.
McCarley's Pt.
NEW ORLEANS
Battle-ground
Jefferson Cy.,
Fort St. Leon
English Turn
MISSISSIPPI.
No. 21.
Poverty Pt.
Kinnon's

Directions for Map No. 21.—Mississippi River.		
McCarty's Point, left side.	8¼	1296¼
NEW ORLEANS—Steam Boat Landing...	6	1302¼

This city is the great commercial emporium of the west. It is situated in a great bend of the Mississippi, on its eastern bank, one hundred and five miles above the Balize. It consists of the old city, properly so called, which is built in the form of a parallelogram, and the suburbs of St. Mary's Annunciation, and La Course, called Fauxbourgs, above the city; and the suburbs of Marigny, Dounois, and Declouet below the city, and Treme and St. John's, in the rear. It is easily accessible at all times to large ships from the sea; and it has probably twice as much boat navigation above it as any other city on the globe. By means of the basin, the canal, and the bayou St. John, it communicates with Lake Ponchartrain, with the Florida shore, with Mobile, Pensacola, and the whole Gulf shore. It also communicates by means of the bayous Placquemine and La Fourche with the Attakapas country; and has many other communications, by means of the numerous bayous and lakes, with the lower parts of Louisiana. The city contains six complete squares of 319 feet front each. The old city and the Fauxbourg St. Mary are compactly built. The wooden buildings of which the city was formerly built, have given place to buildings of brick. The French and Spanish style of building predominates. The houses are stuccoed with a stucco of white or yellow color, which strikes the eye more pleasantly than the dull and somber red of brick. The public buildings are the Town House, the Hospital of St. Louis, the Convent of Ursuline, the Barracks, the Customs House, the Market House, the Bank of Orleans, the Planters' Bank, the Louisiana Bank, the New State Bank, and Branch of the United States Bank, the Government House, Court House for the District Court of the United States, the Water Works, the Prison, the Charity Hospital, the two Theatres, the Library, the Presbyterian Church, the Episcopal Church and the Cathedral. This last is a splendid building, 90 by 120 feet. It has four towers, and its walls are thick and massive. It is ornamented in the Catholic style, with niches, containing figures of saints, &c. in their appropriate costumes. There are a number of other charitable institutions of respectable character; and when the yellow fever visits the city in the summer, the manner in which the inhabitants bestow charity, and nursing, and shelter, and medical aid to the sick, is worthy of all praise.

Probably no city in the world contains a greater variety of population, black and white, than New Orleans. Inhabitants from every state in the Union, and from every country in Europe, mixed with the Creoles, and all the shades of the colored population, form an astonishing contrast of manners, languages, and complexion.

The commerce of this city is already very great, and must necessarily greatly increase. There are sometimes from 1000 to 1500 flat boats lying at the wharves at a time. Steam boats are arriving and departing every hour; and a forest of the masts of ships is constantly seen, except in the sultry months, along the Levee. There are often

five or six thousand boatmen from the upper country here at a time. No place in the United States has so much activity and bustle crowded into so small a place as this city, in the months of February, March, and April. The amount of domestic exports in 1821, exceeded seven millions of dollars, being greater than that of any other city in the Union, except New York, and nearly equalling that. The productions of all climes find their way hither; and for fruits and vegetables, few places can exceed it.

The police of the city are at once mild and energetic. Notwithstanding the multifarious character of the people, collected from every country and every climate; notwithstanding the number of sailors and boatmen, and the incongruous crowd which rushes along the streets, there are fewer riots and quarrels here than in almost any other city. The municipal and criminal courts are prompt in administering justice. The city contains 102,198 inhabitants, 15,000 houses.

Battle Ground, left side.	6	1309¼
English Turn.	12	1321¼
Poverty Point, left side.	20	1341¼
Wilkinson's, right side.	7	1348¼

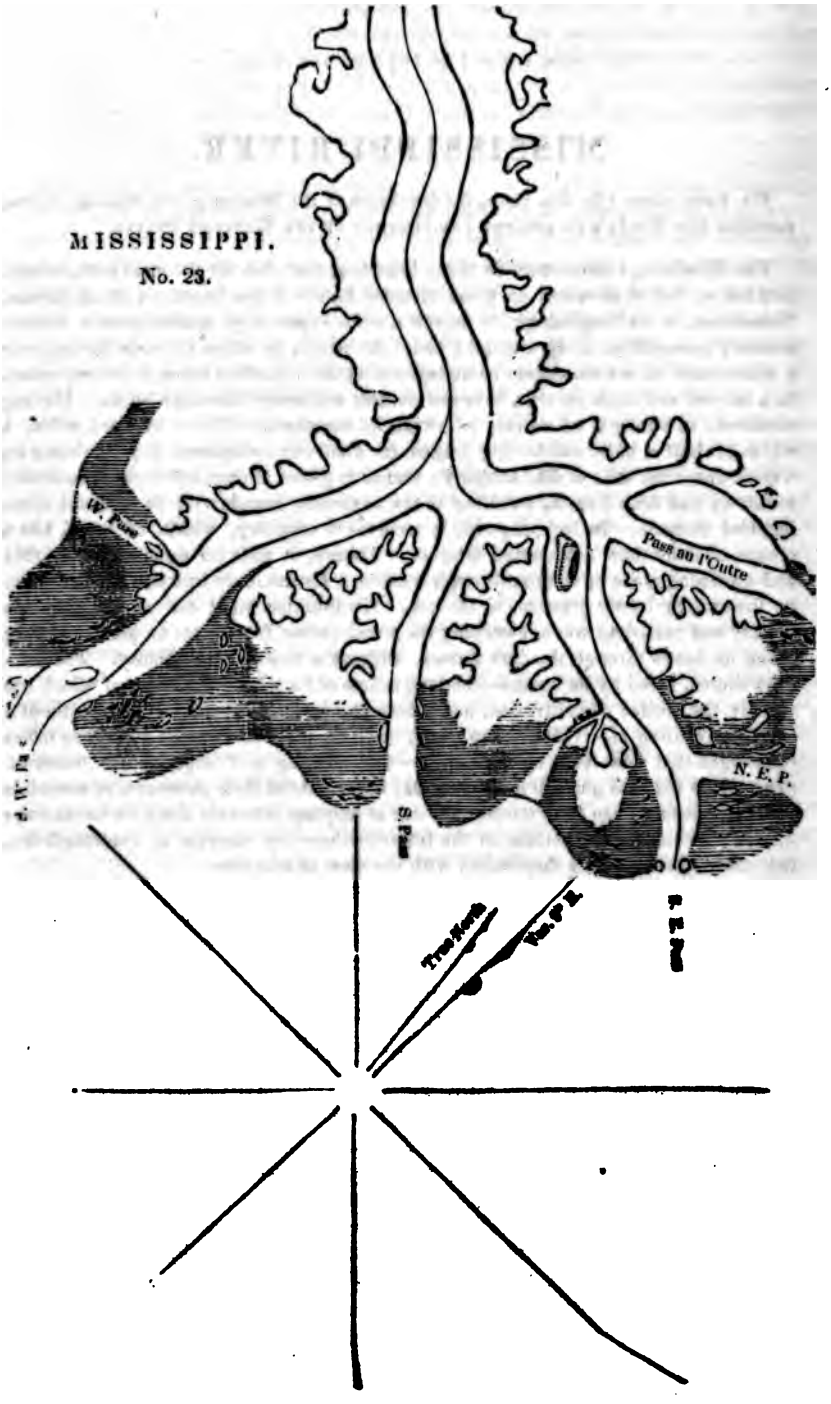
Directions for Maps Nos. 22, and 23.—Mississippi River.

Johnson's, right side.	7	1355¼
Grand Prairie, left side.	10	1365¼
Fort St. Philip, left side.		
Fort Jackson, right side.	10	1375¼
South West Pass, on the right.	20	1395¼
Pass au l'Outre, on the left.	3½	1398¾
Balize, right side.	4½	1403¼
Bar at the S. E. Pass.	4	1407¼

Johnsons
Grand Prarie
MISSISSIPPI
No. 22.
Fort St. Phillip
Fort Jackson

MISSISSIPPI.

No. 23.



MISSISSIPPI RIVER.

We have reserved for this place, the description of the Mississippi and Missouri Rivers, extracted from FLINT'S GEOGRAPHY AND HISTORY OF THE WESTERN STATES.

The Mississippi commences in many branches, that rise, for the most part, in wild rice lakes; but it traverses no great distance before it has become a broad stream. Sometimes, in its beginnings, it moves a wide expanse of waters, with a current scarcely perceptible, along a marshy bed. At others, its fishes are seen darting over a white sand, in waters almost as transparent as air. At other times, it is compressed to a narrow and rapid current, between ancient and hoary limestone bluffs. Having acquired, in a length of course, following its meanders, of three hundred miles, a width of half a mile, and having formed its distinctive character, it precipitates its waters down the falls of St. Anthony: thence it glides alternately through beautiful meadows and deep forests, swelling in its advancing march with the tributes of an hundred streams. In its progress, it receives a tributary, which, of itself, has a course of more than a thousand leagues. Thence, it rolls its accumulated, turbid and sweeping mass of waters, through continued forests, only broken here and there by the axe, in lonely grandeur to the sea. No thinking mind can contemplate this mighty and resistless wave, sweeping its proud course from point to point, curving round its bends through the dark forests, without a feeling of sublimity. The hundred shores, laved by its waters—the long course of its tributaries, some of which are already the abodes of cultivation, and others pursuing an immense course without a solitary dwelling of civilized man being seen on their banks—the numerous tribes of savages that now roam on its borders—the affecting and imperishable traces of generations that are gone, leaving no other memorials of their existence, or materials for their history, than their tombs, that rise at frequent intervals along its banks—the dim but glorious anticipations of the future;—these are subjects of contemplation, that cannot but associate themselves with the view of this river.

It rises in high table land; though the country at its source has the aspect of a vast marshy valley. A great number of streams, rising in the same plateau, and interlocking with the waters of Red river, and the other streams of Lake Winnepeck, unite to form the St. Peter's and the Mississippi. Different authorities assign to these rivers such different names, that we should rather perplex than instruct our readers by putting down names as having more authority than others. The St. Peter's, the principal upper branch of the Mississippi, has been scientifically and faithfully explored by the gentlemen of Long's expedition. They assign to St. Peter's ten or twelve tributaries some of them considerable streams, before its junction with the Mississippi.

The following are among the most considerable of its tributaries: Rapid, St. Croix, Cannon river, Buffalo, Bluff, Black, Root, Upper Ioway, Yellow, Bad-axe, and Ouisconsin. [This last river comes in from the east, near Prairie du Chien. It has a boatable course of more than 200 miles, and interlocks, by a short portage, with Fox river, which empties into Green Bay. It is the liquid highway of passage for the Canadian traders, trappers, and savages from Mackinaw and the lakes to the Mississippi.] Turkey river, La Mine, Fever river, Tete de Mort, Wipisipinacon,

Little Loutoux, Rock river, Iaway and Des Moines. [This river is one of the largest tributaries above the Missouri, and has a boatable course of about 300 miles.] Waconda, Fabian, Justioni, Oahaha, or Salt river, Bœuf of Cuivre, Dardenne, Illinois, (a noble, broad, and deep stream, having a course of about 400 miles, and boatable almost the whole distance.) The Missouri, (hereafter described.) The Maramec, Kaskaskia, Big Muddy, the Ohio, Wolf, St. Francis, White river, Arkansas, Yazoo, Red river, and Bayou Sara.

The Mississippi runs but a little distance from its source, as we have remarked, before it becomes a considerable stream. Below the Falls of St. Anthony, it broadens to half a mile in width; and is a clear, placid, and noble stream, with wide and fertile bottoms for a long distance. A few miles below the river Des Moines, is a long rapid of nine miles, which, for a considerable part of the summer, is a great impediment to the navigation. Below these rapids, the river assumes its medial width and character from that point to the entrance of the Missouri. It is a still more beautiful river than the Ohio, somewhat gentler in its current, a third wider, with broad and clean sand bars, except in time of high waters, when they are all covered. At every little distance, there are islands, sometimes a number of them parallel, and broadening the stream to a great width. These islands are many of them large, and have in the summer season an aspect of beauty, as they swell gently from the clear stream, a vigor and grandeur of vegetation, which contribute much to the magnificence of the river. The sand bars, in the proper seasons, are the resort of innumerable swans, geese, and water fowls. It is, in general, a full mile in width, from bank to bank. For a considerable distance above the mouth of the Missouri, it has more than that width. Altogether, it has from its alternate bluffs and prairies, the calmness and transparency of its waters, the size and beauty of its trees, an aspect of amenity and magnificence, which we have not seen belonging, in the same extent, to any other stream.

Where it receives the Missouri, it is a mile and a half wide. The Missouri itself enters with a mouth not more than half a mile wide. The united stream below, has, thence to the mouth of the Ohio, a medial width of little more than three quarters of a mile. This mighty tributary seems rather to diminish than increase its width; but it perceptibly alters its depth, its mass of waters, and what is to be regretted, wholly changes its character. It is no longer the gentle, placid stream, with smooth shores and clean sand bars; but has a furious and boiling current, a turbid and dangerous mass of sweeping waters, jagged and dilapidated shores, and wherever its waters have receded, deposites of mud. It remains a sublime object of contemplation. The noble forest still rises along its banks. But its character of calm magnificence, that so delighted the eye above, is seen no more.

The bosom of the river is covered with prodigious boils, or swells, that rise with a whirling motion and a convex surface, two or three rods in diameter, and no inconsiderable noise, whirling a boat perceptibly from its track. In its course, accidental circumstances shift the impetus of its current, and propel it upon the point of an island, bend, or sand bar. In these instances, it tears up the island, removes the sand bars, and sweeps away the tender, alluvial soil of the bends, with all their trees, and deposits the spoils in another place. At the season of high waters, nothing is more familiar to the ears of the people on the river, than the deep crash of a land slip, in which larger or smaller masses of the soil on the banks, with all the trees, are plunged into the stream. Such is its character from the Missouri to the Balize; a wild, furious, whirling river,—never navigated safely, except with great caution.

No person who descends this river for the first time, receives clear and adequate ideas of its grandeur, and the amount of water which it carries. If it be in the spring, when the river below the mouth of Ohio is generally over its banks, although the

sheet of water that is making its way to the gulf, is, perhaps, thirty miles wide, yet finding its way through deep forests and swamps, that conceal all from the eye, no expanse of water is seen, but the width, that is curved out between the outline of woods on either bank; and it seldom exceeds, and oftener falls short of a mile. But when he sees, in descending from the falls of St. Anthony, that it swallows up one river after another, with mouths as wide as itself, without affecting its width at all—when he sees it receiving in succession the mighty Missouri, the broad Ohio, St. Francis, White, Arkansas, and Red rivers, all of them of great depth, length, and volume of water,—when he sees this mighty river absorbing them all, and retaining a volume, apparently unchanged, he begins to estimate rightly the increasing depths of current, that must roll on in its deep channel to the sea. Carried out of the Balize, and sailing with a good breeze for hours, he sees nothing on any side but the white and turbid waters of the Mississippi, long after he is out of sight of land.

Touching the features of the country through which it passes, from its source to the falls of St. Anthony, it moves alternately through wild rice lakes and swamps, by limestone bluffs and craggy hills, occasionally through deep pine forests and beautiful prairies; and the tenants on its borders are the elk, buffalo, bears, and deer, and the savages that pursue them. In this distance, there is not a civilized inhabitant on its shores, if we except the establishments of Indian traders, and a garrison of the United States. Buffaloes are seldom seen below these falls. Its alluvions become wide, fertile, and, for the most part, heavily timbered. Like the Ohio, its bottoms and bluffs are generally alternate. Its broad and placid current is often embarrassed with islands, which are generally rich alluvial lands, often containing from five hundred to a thousand acres, and abounding with wild turkeys and other small game. For one hundred miles above the mouth of the Missouri, it would be difficult for us to convey an idea of the beauty of the prairies, skirting this noble river. They impress the eye as a perfect level, and are, in summer, covered with a luxuriant growth of grass and flowers, without a tree or bush.

Above the mouth of the Missouri, to the rapids of Des Moines, the medial width of the bottom valley, in which the river rolls, measured from bluff to bluff, is not far from six miles. Below the mouth of the Missouri, to that of the Ohio, it is not far from eight miles. The last stone bluffs of the Mississippi are seen, in descending, about thirty miles above the mouth of the Ohio. Below these, commences on the Mississippi, as is seen on the Ohio for some distance above its mouth, the aspect of a timbered bottom on either side, boundless to the vision. Below the mouth of the Ohio, the alluvion broadens from thirty to fifty miles in width, still expanding to the Balize, where it is probably three times that width. We express these widths in terms of doubt, because three-fifths of alluvion, below the mouth of the Ohio, is either dead swamp, of cypress forest, or stagnant lakes, or creeping bayous, or impenetrable cane-brakes, great part of it inundated; perhaps traversed in a straight direction from bluff to bluff, scarcely once in a year, and never explored, except in cases of urgent necessity. The bluffs, too, are winding, swelling in one direction, and indented in another, and at least as serpentine as the course of the river.

Between the mouth of the Ohio and St. Louis, on the west side of the river, the bluffs are generally near it, seldom diverging from it more than two miles. They are for the most part, perpendicular masses of limestone; sometimes shooting up into towers and pinnacles, presenting, as Mr. Jefferson well observed, at a distance, the aspect of the battlements and towers of an ancient city. Sometimes the river sweeps the base of these perpendicular bluffs, as happens at the Cornice rocks, and at the cliffs above St. Genevieve. They rise here, between two and three hundred feet above the level of the river. There are many imposing spectacles of this sort near the western bank of the Mississippi, in this distance. We may mention among

them that gigantic mass of rocks, forming a singular island in the river, called the "Grand Tower," and the shot tower at Herculaneum.

From the sources of the river to the mouth of the Missouri, the annual flood ordinarily commences in March, and does not subside until the last of May, and its medial height is fifteen feet. At the lowest stages, four feet of water may be found from the rapids of Des Moines to the mouth of the Missouri. Between that point and the mouth of the Ohio, there are six feet in the channel of the shallowest places at low water; and the annual inundation may be estimated at twenty-five feet Between the mouth of the Ohio and the St. Francis, there are various shoal places, where pilots are often perplexed to find a sufficient depth of water, when the river is low Below that point, there is no difficulty for vessels of any draught, except to find the right channel. Below the mouth of the Ohio, the medial flood is fifty feet; the highest, sixty. Above Natchez, the flood begins to decline. At Baton Rouge, it seldom exceeds thirty feet; and at New Orleans, twelve. Some have supposed this gradual diminution of the flood to result from the draining of the numerous effluxes of the river, that convey away such considerable portions of its waters, by separate channels to the sea. To this should be added, no doubt, the check, which the river at this distance begins to feel from the re-action of the sea, where this mighty mass of descending waters finds its level.

One of the most striking peculiarities of this river, and of all its lower tributaries, has not often been the theme of observation in describing it. It is the uniformity of its meanders, called, in the phrase of the country its "points and bends." In many instances, these curves are described with a precision with which they would have been marked off by the sweep of a compass. The river sweeps round, perhaps, the half a circle, and is precipitated from the point, in a current diagonally across its own channel, to another curve of the same regularity, upon the opposite shore. In the bend is the deepest channel, the heaviest movements of water, and what is called the thread of the current. Between this thread and the shore, there are generally counter currents, or eddies; and in the crumbling and tender alluvial soil, the river is generally making inroads upon its banks on the bend side. Opposite the bend, there is always a sand bar, matched, in the convexity of its conformation, to the concavity of the bend. Here it is that the appearance of the young cotton wood groves have their most striking aspect. The trees rise from the shore, showing first the vigorous saplings of the present year, and then those of a date of two and three years; and trees rising in regular graduation to the most ancient and lofty point of the forest. These curves are so regular on this, and all the rivers of the lower country, that the boatmen and Indians calculate distances by them; and instead of the number of miles and leagues, they estimate their progress by the number of bends they have passed.

MISSOURI RIVER.

This is by far the greatest tributary of the Mississippi, bringing down more water than the upper Mississippi itself. In fact, it is a longer river than the Mississippi, from its farthest source to the Mexican Gulf. There are many circumstances which render it one of the most interesting rivers; and it is clearly the longest tributary stream on the globe. Many have thought, that, from its length, the amount of its waters, and the circumstance of its communicating its own character, in every respect to the Mississippi below the junction, that it ought to have been considered the main river, and to have continued to bear its own name to the sea. In opposition to this claim, we remark, that the valley of the Missouri seems, in the grand scale of conformation, to be secondary to that of the Mississippi. The Missouri has not the general direction of that river, which it joins nearly at right angles. The valley of the Mississippi is wider than that of the Missouri, as is also the river broader than the other. The course of the river, and the direction of the valley, are the same, above and below the junction of the Missouri. From these, and many other considerations, the "father of waters" seems fairly entitled to the name which he has so long borne.

Its prodigious length of course, its uncommon turbidness, its impetuous and wild character, and the singular country through which it runs, impart to this river a natural grandeur, belonging to the sublime. We have never crossed it without experiencing a feeling of that sort; nor without a stretch, almost laborious in the attempt to trace it in thought, along its immense distances, and through its distant region and countries, to the lonely and stupendous mountains from which it springs.

It rises in the Rocky Mountains, nearly in the same parallel with the Mississippi. The most authentic information we have yet had of the sources of this mighty river, is from its first intrepid American discoverers, Lewis and Clark. What may properly be called the Missouri, seems to be formed by three considerable branches, which unite not far from the basis of the principal ranges of the mountains. To the northern, they gave the name of Jefferson; to the middle, Gallatin; to the southern, Madison. Each of these branches fork again into a number of small mountain streams. It is but a short distance from some of these to the head waters of the Columbia, on the other side of the mountains. A person may drink from the spring sources of each, without traveling more than a mile. After this junction, the river continues a considerable distance to be still a foaming mountain torrent. It then spreads into a broad and comparatively gentle stream, full of islands. Precipitous peaks of blackish rock frown above the river in perpendicular elevations of 1,000 feet. The mountains, whose bases it sweeps, are covered with terebinthines, such as pines, cedars, and firs; and mountain sheep are seen bounding on their summits, where they are apparently inaccessible. In this distance, the mountains have an aspect of inexpressible loneliness and grandeur.

The river then becomes almost a continued cataract, for a distance of about seventeen miles. In this distance, its perpendicular descent is 362 feet. The first fall is ninety-eight feet; the second, nineteen; the third, forty-seven; the fourth, twenty-six. It continues rapid for a long distance beyond. Not far below these falls, enters Maria's river from the north. This is a very considerable stream. Still farther down, on the opposite side, enter Dearborn and Fancy, each about 150 yards wide:

Manoles, 100; Big Horn, 100; Muscle-shell, 100; Big Dry, 400; Dry, 100; Porcupine, 112—all these enter from the south side. Below these, enter the Roche Jaune, or Yellow Stone, probably the largest tributary of the Missouri. It rises in the same range of mountains with the main river, and has many points of resemblance to it. It enters from the south, by a mouth 850 yards wide. It is a broad, deep, and sweeping river; and at its junction, appears the largest of the two. Its course is commonly calculated at 1600 miles. But the sizes and lengths of all these tributaries are probably over-rated. Its shores, for a long distance above its entrance, are heavily timbered, and its bottoms wide, and of the finest soil. Its entrance is deemed to be 1880 miles above the mouth of the Missouri; and it was selected by government as an eligible situation for a military post, and an extensive settlement. White bears, elk, and mountain sheep, are the principal animals seen along this part of the river.

At the point of junction with the Yellow Stone, the Missouri has wide and fine bottoms. Unfortunately, its banks are, for the most part, destitute of timber; and this, for a long series of years, will prevent its capacity for habitancy. White-earth river, from the north, is a small stream. Goose river, 300 yards wide, comes in from the south side. Little Missouri is shallow and rapid, and is about 130 yards wide. Knife river comes in from the south, just above the Mandan villages. Cannon-ball river enters from the south side, and is 140 yards wide. Winnipenhu, south side. Serwarsena, south side. Chienne is represented to be boatable nearly 800 miles, and enters from the south side, by a mouth 400 yards wide. Tyber's river. White river, boatable 600 miles, south side, is a very beautiful stream, and has a mouth 300 yards wide. Poncas, south side. Qui-Courre, a fine stream, with a short course, south side. Riviere *a Jaque*, a noted resort for traders and trappers. White Stone, Big Sioux, Floyd's river. La Platte enters from the south, and has a longer course than any other river of the Missouri. It rises in the same ranges of mountains with the parent stream, and, measured by its meanders, is supposed to have a course of 2000 miles before it joins that river. It is nearly a mile in width at its entrance; but is, as its name imports, very shallow, and is not boatable except at its highest floods. Nodowa, north side. Little Platte, north side. Kansas is a very large tributary from the south, and has a course of about 1200 miles, and is boatable for most of the distance. Blue Water, and two or three small streams below, come in on the south side. Grand river is a large, long, and deep stream, boatable for a great distance, and enters on the north side. The two Charatons come in on the same side. The La Mine enters on the south side. Bonne Femme and Manitou, enter on the north side, and Salt river on the south.

The Osage, which enters on the south side, is a large and very important stream of the Missouri, boatable 600 miles, and interlocking with the waters of the Arkansas. Three or four inconsiderable streams enter on the opposite side, as Miry, Otter, and Cedar rivers. On the south side, enters the Gasconade, boatable for 66 miles, and is important from having on its banks extensive pine forests, from which the great supply of plank and timber of that kind is brought to St. Charles and St. Louis. On the south side, below the Gasconade, are a number of inconsiderable rivers; as Buffalo, St. John's, Wood river, Bonhomme, &c.: and on the other side, the Charette, Femme Osage, and one or two small branches, before it precipitates itself into the Mississippi.

The bottoms of this river have a character very distinguishable from those of the upper Mississippi. They are higher, not so wet, more sandy, with trees which are not so large, but taller and straighter. Its alluvions are something narrower; that is to say, having for the first 500 miles a medial width of something more than four miles. Its bluffs, like those of the other river, are generally limestone, but not as

perpendicular, and have more tendency to run into the *mamelle form*. The bottoms abound with deer, turkeys, and small game. The river seldom overflows any part of its banks in this distance. It is little inclined to be swampy. There are much fewer lakes, bayous, and small ponds, than along the Mississippi. Prairies are scarcely seen on the banks of the river, within the distance of the first 400 miles of its course. It is heavily timbered; and yet, from the softness of the wood, easily cleared. The water, though uncommonly turbid with a whitish earth, which it holds in suspension, soon and easily settles, and is then remarkably pure, pleasant, and healthy water. The river is so rapid and sweeping in its course, and its bed is composed of such masses of sand, that it is continually shifting its sand bars. A chart of the river as it runs this year, gives little ground for calculation in navigating it the next. It has numerous islands, and generally near them is the most difficult to be stemmed. Still more than the Mississippi below its mouth, it tears up in one place and deposites in another, and makes more frequent and powerful changes in its channel than any other western river.

Its bottoms are considerably settled for a distance of 400 miles above its mouth. That of Charaton is the highest compact settlement. But the largest and most populous settlement in the State, is that called Boone's Lick. Indeed, there are American settlers here and there, on the bottoms, above the Platte, and far beyond the limits of the State of Missouri. Above the Platte, the open and prairie character of the country begins to develope. The prairies come quite into the banks of the river, and stretch from it indefinitely, in naked grass plains, where the traveller may wander for days without seeing either wood or water. The "Council Bluffs" are an important military station, about 600 miles up the Missouri. Beyond this point, commences a country of great interest and grandeur in many respects, and denominated by way of eminence, the Upper Missouri. The country is composed of vast and almost boundless grass plains, through which stretch the Platte, the Yellow Stone, and the other rivers of this ocean of grass. The savages of this region have a peculiar physiognomy and mode of life. It is a country where commence new tribes of plants. It is the home of buffaloes, elk, white bears, antelopes, and mountain sheep. Sometimes the river washes the bases of the dark hills of a friable and crumbling soil. Here are found, as Lewis and Clark, and other respectable travellers relate, large and singular petrifactions, both animal and vegetable. On the top of one of these hills they found the petrified skeleton of a huge fish, forty-five feet in length. The herds of the gregarious animals, particularly the buffaloes, are innumerable. Such is the general character of the country, until we come in contact with the spurs of the Rocky Mountains.

As far as the limits of the State, this river is capable of supporting a dense population, for a considerable distance from its banks. Above those limits it is generally too destitute of wood to become habitable by any other people than hunters and shepherds. All the great tributaries of this river are copies, more or less exact, of the parent stream. One general remark applies to the whole country. The rivers have a narrow margin of fertility. The country, as it recedes from the river, becomes more and more sterile, sandy, and destitute of water, until it approximates in character towards the sandy deserts of Arabia.

The Osage, as we have mentioned, is one of the principal tributaries of the Missouri in this State. It comes in on the south side of the Missouri, 130 miles above its junction with the Mississippi. At its mouth, it is nearly 400 yards wide. Its general course is from south to north; and the best cotton country in the State of Missouri is on the head waters of this river. Its principal branches are, Mary's, Big Bone, Yungar, Potato, and Grand Fork rivers. Yungar is nearly as large as the parent stream, and is navigable for small craft, except at its grand cascade, for

nearly an hundred miles. The cascade is a great cataract of ninety feet fall. When the river is full, the roar is heard far through the desert. It is a fine country through which the river runs. The banks are timbered, and abound with game, particularly bears. An interesting missionary station is situated on its waters. This station is under the care of the "American Board of Foreign Missions," and it has many Indian children in its school, and is in a very flourishing condition. The Maramec is a beautiful river, which runs through the mineral region, and enters the Mississippi eighteen miles below St. Louis. It is between two and three hundred yards wide at its mouth, and is boatable in time of high water 200 miles. Big River, Bourbon, and Negro Fork, are branches of this river, which, in their turn, are fed by numerous mountain streams, that wind through the mine country. Benhomme is an inconsiderable stream that enters the Missouri 28 miles above its mouth. We have already named the Gasconade, so important to this country from the supplies of pine plank and lumber, with which it furnishes the country below it. There are a great number of considerable streams which enter the Missouri and Mississippi from the south, whose names we have already mentioned. The principal of them are, the Swashing, Gabourie, Saline, Apple creek, &c. St. Francis, and White river, with their numerous branches, rise in this State. Above St. Louis, on the eastern limits of the State, a number of considerable rivers enter the Upper Mississippi, as Dardenne, Cuivre, Salt river, Two rivers, &c. Of these, Salt river is the most considerable, having a boatable course of forty or fifty miles. This river waters as fine a tract of country as any in the State. The lands are also excellent about Two rivers. There are fifty other streams in this State, that, in the winter, carry considerable water, and in the summer become almost or quite dry. This circumstance, common to the smaller streams over all the West, is peculiarly so here, where the intense ardor of the summer's sun, the sandy nature of the soil, the unfrequency of summer rains, the dryness of the atmosphere, and the open and untimbered face of the country, all conspire to dry up all streams but those that are supplied by perennial springs, or by continued ranges of high hills. As a general fact, we should observe, that the Missouri has a great many advantages in her soil, climate, and position, counterbalanced, in some degree, by the disadvantage of not being as well watered as most of the other western States. From this cause, and from the levelness of the general face of the country, mill seats, commanding a lasting water power, are uncommon. It is well known that western husbandmen almost universally prefer a spring to a well, where they can obtain the one or the other. Of course, it is considered an essential requisite, in the capability of a tract of land to be settled, that it should have a spring on it. There are, however, large tracts of the richest land in this State, so level as to be incapable of springs; and where the farmers of course are obliged to resort to wells.

A HINT TO STEAMBOAT TRAVELERS.

THE many accidents which have occurred to steamboats, on our western waters, may partly be attributed to the traveling community, and partly to the fault of the officers and crews of the steamboats. In the first place, there is a natural anxiety in almost every traveler, to avoid delay, and get to his journey's end as quick as possible,—I might say, a sort of restless go-a-head-a-tive-ness uncontrolable. The trade between Cincinnati and New Orleans—long, extensive, and necessarily, there is great competition. In nine cases out of ten, at New Orleans, or indeed, any other port, the first question asked by a passenger is, what's your price? the second is, how long will it take you to go there?—whether the price or time suits him or not, he generally tries another, and another, until at last, he is very apt to be picked up on the meanest boat in port. Now he thinks himself comfortably fixed, going cheap, quick, &c. After the usual delay of such boats, the passengers find themselves under way—the sun rises the next morning—the steward rings his bell for the passengers to arise; they, most of them, make their appearance, and assemble in groups, on the shore side of the boat, listing her down so much that the outside boiler is getting dry—the conversation is about the speed of the boat. "Devil!" says an extra-wise one, "she can't run as fast as a snail can gallop." The Captain makes his appearance:—"Gentlemen, trim boat, too many on this side." "I say, Captain" (by a dozen), "how far did we run last night? how far is it to Natchez? when will we be at Memphis? will we be in Cincinnati by Thursday?" this Captain has got you on board by the gift of the tongue, he must keep up his character, also the character of his boat; he forgets his boilers, makes bows answers all the questions, enters into common conversation, and not unfrequently, convinces all that his boat is a great boat, and himself a great man, notwithstanding the engineer raps his gauge stick under you, a half dozen times, to warn you of danger, until it is sometimes too late. I would advise passengers to be careful of these very cheap boats, and one good evidence of them is, their Captains are generally plausible and good talkers. Again, the inns, where travelers put up, are not always good places to get information, for the Captains that patronize the house and drink the most liquor, are not unfrequently the landlord's favorites. But the fact of one boat carrying cheaper should be a guarantee of recklessness, or

something else wrong; it is proof that his boat is not as good as his neighbor's, and that he will have to run all sorts of risks, storms, fogs, and the risk of blowing up, cannot prevent his anxiety in getting you to his place of destination, before you eat him out—the expenses of his boat is great. Every day he can save in time on the trip, will amount to what he gets for fifteen passengers, at least. It matters not what sort of a boat you are traveling on, if she should land for a storm, fog, dark night, or a bad place at low water, be contented, for all is right, your Captain is doing his best for you and himself. If a boat passes by you under the latter circumstances, be content, for the Captain that has gone by is the biggest fool—make no remarks in hearing of the officers, such as, "there goes a boat, what are we laying here for? haven't we any pilots? &c." Such remarks will have a tendency to make your officers want to act the fool too; if you are not satisfied with the boat's speed while on the boat, it is better to say nothing—for it will not mend the matter, but have a tendency to make it worse, like in all other modes of traveling, there is danger in traveling on the water; the very best men have met with accidents on our western waters; the oldest and most experienced men are the safest—they know the dangers, and are invariably the most careful. There is good men, and good steamboats, but they have cunning, advantage-taking men to compete with, so that it is almost impossible for honest, independent, truth-telling men to make a living. The Captain who makes the most money—it matters not how he makes it—is the man with owners, and even with the public he is courted; whilst the Captain who wishes to do things on the square, is called the biggest fool. All these wrongs are natural ones with the traveling community, steamboat officers, and all; and it would be the height of folly in me to even think they can be eradicated—my object is merely to give a hint of the danger to the unsuspecting traveler, who should happen to read this book.

If another boat is gaining on your boat, and about to pass you, let her go along, don't run out on the side of the boat next to her, for it is every passenger's duty, in such a case, to watch the boat he is on, and assist in keeping her on an even keel—while in company with another boat, your steam is generally as high as your engineer thinks it prudent to carry it—with a hot fire under your boilers, which sends a blaze through the flues in the boilers, from one end to the other—and boat out of trim, so that the water is running from the boilers on one side of the boat to the boilers on the other, until the top of the flue in the boiler, in which the water is running from, becomes dry—the top of the flue soon becomes red hot, from the fire passing through it, and of course softens with the heat—at the same time, the pressure of steam between the shell of

the boiler and flues becomes greater, until the flue is collapsed, —the iron is torn asunder at one end or other of the flue, and there is an explosion. One conversant with these matters perhaps may say, every body knows about these things; but it is not so; even the wiseacres of the nation in Congress, passed laws, as they supposed, for the better protection of life and property, on vessels propelled in whole or part, by steam, which are not to the purpose; some of its sections are not in force and are impracticable—whilst other sections are a sham, farce, or a perfect dead letter. There is, too, great danger in collisions with other boats; on this subject Congress has done comparatively nothing. Louisiana has a law on collisions, but it only has effect on boats running within that State, and in her own courts; in the Federal Courts they have no effect except as evidence—however, that is a question between states-right lawyers and their opponents. The law of Louisiana on the subject of collisions is a good one, and may be adopted by Congress for the whole nation. In conclusion, let me say, that I have not undertaken to disparage the steamboat men in your opinion, far from it. It is the nature of their business with the rest of the world that have created the wrongs. Indeed, the vast facilities for traveling and transportation—the great number of steamboats, and the whole improvement and cultivation of the great Mississippi valley, and its extensive commerce, are but the work of a few days, and for which the enterprising steamboat men are entitled to a great deal more credit than they enjoy. What would the great West have been, had it not been for the competition—the cheap transportation—the unexampled enterprise of the steamboat man. And in the aggregate, it has been a loosing business with him. Where you will find one man that has been navigating these waters ten or fifteen years that can set down and take comfort, you will find ten that are compelled to toil the whole of their lives for support. Don't lay it at the door of indiscretion, for my experience assures me that they, in general, are at least as honorable, and otherwise not unlike the rest of the world.

TABLE OF DISTANCES

FROM

PITTSBURGH TO NEW ORLEANS.

Middletown, Pa.	11	
Economy,	8	19
Fredonia,	6	25
Beavertown	4½	29½
Georgetown,	14½	44
Liverpool,	4	48
Wellsville, O.	4	52
Steubenville,	19	71
Wellsburgh, Va.	6¾	77¾
Warrenton. O.	7	84¾
Martinsburg,	8	92¾
Wheeling, Va.	1	93¾
Bridgeport, opposite, Elizabethtown and Mountsville,	13	106¾
Lanesville, O.	15	121¾
Sisterville, Va.	26¼	148¼
Newport, O.	12	160¼
Marietta and Point Harman,	19½	179¾
Vienna, Va.	5¾	185¼
Parkersburgh, Va. and Bellpre, O.	6¾	192¼
Blennerhasset's Isl. O.	1½	193¾
Troy,	11½	205¼
Belleville, Va.	4¾	209¾
Letartsville, & Isl. O.	29	238¾
Pomroy's Landing,	10	248¾
Point Pleasant,	12	260¾
Gallipolis,	4	264¾
Guyandotte, Va.	40	304¾
Burlington, O.	8	312¾
Hanging Rock,	10	322¾
Greenupsburgh, Va.	6	328¾
Wellsburgh, O.	8	336¾
Portsmouth,	12	348¾
Rockville,	17½	366¼
Vanceburgh, Va.	2	368¼
Concord,	14	382¼
Brought over,		382¼
Manchester, O.	7½	389¾
Maysville, Ky. and Aberdeen, O.	12	401¾
Charlestown, Ky.	7	408¾
Ripley, O.	2	410¾
Lavana, O & Dover, Ky.	2	412¾
Higginsport, O.	5	417¾
Augusta, Ky.	4	421¾
Rockspring Landing,	3½	425¼
Mechanicsburgh,	3½	428¾
Neville, O.	3	431¾
Moscow,	2	433¾
Point Pleasant, O. and Belmont, Ky.	4½	438¼
Sussanna, O.	4½	442¾
New Richmond, O.	½	443¼
Columbia,	17	460¼
CINCINNATI,	5	465¼
Newport & Covington, Ky.		
Lawrenceburgh, Ia.	22	487¼
Petersburgh, Ky.	1	488¼
Aurora, Ia.	4	492¼
Bellview, Ky.	6¾	499
Rising Sun, Ia.	3	502
Patriot,	12	514
Warsaw, Ky.	11	525
New York. Ia.	¼	525¼
Ghent, Ky. & Vevay, Ia.	10	535¼
Port William, Ky.	10	545¼
Madison, Ia. and Milton, Ky.	10	555¼
Hanover Landing, Ia.	6	561¼
New London,	4	565¼
Bethlehem,	8	573¼
Westport, Ky.	6	579¼
Charleston Landing, Ia.	12	591¼
Utica,	5	596¼
Jeffersonville,	6	602¼

Brought over,		602½
Louisville, Ky.	1	603½
Shippingport,	2	605½
Portland,	½	606
New Albany, Ia.	1½	607½
Bradenburgh, Ky.	37½	645
Mockport, Ia.	3	648
Northampton,	7	655
Amsterdam,	2½	657½
Leavensworth,	8	655½
Stephen's Point, Ky. & Rome, Ia.	40	705½
Clover Port, Ky.	11	716½
Hawsville,	14	730½
Troy, Ia.	6	736½
Rockport,	19	755½
Owensborough, Ky.	9	764½
Scuffletown,	19	783½
Sprinklesburgh, Ia.	3	786½
Evansville,	15	801½
Hendersonville, Ky.	15	821½
Mount Vernon, Ia.	26½	843
Shawneetown, Ill.	27½	870½
Golconda,	55	925½
Smithland, Ky.	16½	492
Paducah,	12	954
Fort Massac, Ill.	10	964
Wilkinsonville,	17	981
Caledonia,	9	990
New America,	2½	992½
Trinity,	5½	998
Mouth of Ohio,	5½	1003½
Iron Banks, Ky.	20	1023½
Chalk Banks,	4½	1028¼
Mill's Point,	15½	1043½
New Madrid, Mo.	44½	1087
Little Prairie,	35	1122½
Needham's Cut Off, Ten.	24	1166½
Plumb Point Bars,	30	1176½
Fulton,	14	1190½
Randolph,	10	1200½
Memphis,	67	1267½
St. Francis River, Ark.	83	1350½
Helena,	10	1360½
Arkansas River,	128	1488½
Brought over,		1488¾
Bolivar Landing, Miss	10	1498½
Columbia, Ark.	53½	1552
Worthington's Landing Miss.	33	1585
Princeton,	12	1597
Tomkin's Settlement, Ark.	36½	1633½
Yazoo River, Miss.	38	1671½
Walnut Hills,	10	1681½
Vicksburgh,	2½	1684
Grand Gulf, Miss.	16	1700
Warrenton,	10	1710
Carthage Landing, Ark.	19	1729
Point Pleasant,	11	1740
Bruinsburgh,	10	1750
Rodney,	10	1760
Natchez,	40	1800
Port Adams, La.	54½	1854
St. Francisville,	67	1921½
Baton Rouge,	36	1957½
Donaldsonville,	57	2014½
Whitehall,	10¼	2024¾
Cantwell Church,	7	2031¾
Bonnet Quatre Church	24	2055¾
Red Church,	16	2071¾
Arnold's Point,	10½	2082¼
New Orleans,	14½	2096¾
From Missouri River to the Mouth of the Ohio.		
St. Louis, Mo.		16½
Cahokia, Ill.	3½	20
Vide Pouche, Mo.	4	24
Bridgewater,	31	55
Herculaneum, Ill, & Harrison, Mo.	½	55½
Fort Chartres,	19	74½
Simonton's Warehouse,	15	89½
Kaskaskia, Ill.	2	91½
Bainbridge, Mo. & Hamburgh, Ill.	58	149½
Cape Giradeau, Mo.	9½	159
Cape le Croix,	5½	164½
Mouth of Ohio,	35½	200